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American Railroad Journal.

New York, Saturday, September 15, 1866.

The Industry of Massachusetts.

A document of much value has just been issued from the office of Hon. Oliver Warner, Secretary of the Commonwealth, entitled "Statistical Information relating to certain branches of Industry in Massachusetts, for the year ending May 1, 1885." The record which it presents of the industrial prosperity of the State is very gratifying. The first report of the kind, published in 1838, exhibited an annual amount of industrial products of eighty-six millions of dollars. In 1845 it had increased to one hundred and twenty-five millions. In 1855 it had reached the sum of two hundred and ninety-five millions, and is now augmented to five hundred and seventeen millions of dollars. Thus the last decade exhibits an increase of seventy-two per cent, while the population during the same period increased only three per cent. This result has been arrived at during a period when the country has been subjected to the strain of a distressing war, with a large proportion of our industrial classes changed from producers to consumers.

A comparison of some of the leading products, as exhibited in the extracts of 1855 and 1865, is

presented below, which shows largely increased results, with the single exception of the whale fishery:

	1865.		1865.	
	Value.	Capital.	Value.	Capital.
Cotton	\$54,436,981		\$33,293,936	
Calico and Dye laine	25,255,703		4,222,000	
Woolen	48,430,671		5,218,000	
Paper	9,000,621		14,735,830	
Rolled and sheet iron and nails	8,836,602		12,105,574	
Printing and newspapers...	5,388,143		4,141,847	
Clothing	17,743,894		5,512,816	
Tanning & cur- rying	15,821,712		1,351,318	
Boots and shoes	52,915,243		749,560	
Whale fishery...	6,618,670		440	
Mackerel and cod fishery...	4,832,218		9,061,896	
Horses, oxen & cows	19,154,790		2,770,801	
Hay	13,195,279		8,702,317	

There has been quite a marked reduction in the number of hands employed in the cotton and the boot and shoe manufactories. The number employed in cotton in 1855 was 34,787; in 1865, 23,678; the number employed in boots and shoes in 1855, was 74,326; in 1865, 55,160. This decrease is doubtless owing to the introduction of labor-saving machinery. On the figures given, Secretary Warner remarks:

"The aggregate amount of industrial products for the year ending May 1, 1865, surprising as it is, and exhibiting as it does a grand total of \$517,240,618, being over a million and a half dollars for each working day in the year, with a capital of \$174,499,950, and giving employment to 271,421 persons engaged in manufacturing, and 68,688 in agricultural pursuits, well illustrates the indomitable perseverance of a people whose national productions have been said to be only 'ice and granite,' and whose industry, united with in-

elligence, has not failed to win substantial triumphs over the disadvantages of soil and climate."

Bristol County leads in the manufacture of cotton. In the manufacture of calicoes and delaines Essex returns the largest amount. In woolen goods, Worcester stands at the head. Worcester leads, too, in shoddy. Middlesex makes the most carpeting, and the most hollow ware and castings; Suffolk the most locomotives, steam engines and boilers; Bristol the most shovels, spades, forks and hoes; Worcester the most plows and agricultural implements; Suffolk the most hoop skirts, and the most paper collars; Berkshire manufactures the largest amount of paper. Suffolk produces most of the organs, melodeons and piano fortés made in the State; Middlesex the most watches and jewelry; Essex is ahead on hats and caps; and Suffolk on clothing, being the principal seat of its manufacture; Suffolk and Hampden are the chief manufacturers of firearms; Middlesex is the principal seat of India rubber manufacture; Essex is the leading boot and shoe county. In the mackerel and cod fishery Barnstable stands first, with a value of \$2,224,403, against \$1,684,052 in Essex. In the whale fishery Bristol leads. Middlesex and Norfolk are the great brewery counties. Middlesex produces the largest value of fruit, and Worcester of hay. The latter county is also the foremost in horses, oxen, cows, &c. In beef, pork, mutton, veal and swine Middlesex stands highest; also in milk. Worcester and Middlesex are two of the greatest agricultural as well as manufacturing counties in the State. The aggregate manufacturing values of the counties are as follows:

Barnstable	.....	\$6,090,022
Berkshire	.....	24,961,498
Bristol	.....	56,088,814
Dukes	.....	546,310
Essex	.....	81,107,926
Franklin	.....	7,988,522
Hampden	.....	28,016,816
Hampshire	.....	18,143,957
Middlesex	.....	88,102,442
Nantucket	.....	281,265
Norfolk	.....	38,771,397
Plymouth	.....	17,682,246
Suffolk	.....	86,849,174
Worcester	.....	76,271,724

Mineral Statistics of Great Britain.

Mr. Robert Hunt, of the Museum of Practical Geology, London, has prepared his usual annual statement of the Mineral Productions of the United Kingdom. From this we learn that the total number of tons of coal produced in 1865, in England, Scotland and Ireland amounted to 98,150,587—being an increase, as compared with the production of the previous year, of 5,362,709 tons. The following table will show the sources from which this enormous supply of coal was derived:

	Tons produced.
Durham and Northumberland	25,032,694
Cumberland	1,481,547
Yorkshire	9,355,100
Derbyshire	4,595,750
Nottinghamshire	1,095,500
Leicestershire	965,500
Warwickshire	859,000
Staffordshire and Worcestershire	12,200,989
Lancashire	11,982,000
Cheshire	850,000
Shropshire	1,185,000
Gloucestershire and Somersetshire	1,875,000
Monmouthshire	4,125,000
South Wales	7,911,507
North Wales	1,983,000
Scotland	12,650,000
Ireland	123,000
Total produce of the United Kingdom.	98,150,587

—of which there have been retained for home consumption, and exported in the five years ending with 1865, as follows:

Consumption per head						
Exported.	Retained.	of the population.				
Tons.	Tons.	Tons.	Cwts.	qrs.	lbs.	
1861.7,865,115	77,657,029	3	7	2	6	
1862.8,301,852	75,202,986	3	4	1	2	
1863.8,275,212	79,890,253	8	8	1	20	
1864.8,809,908	88,652,255	3	1	0	21	
1865.9,170,477	88,980,110	3	13	2	24	

Of the amount retained for home consumption, the quantity consumed in making iron, and for all other purposes, is shown in the annexed statement:

Leaving for						
Coal consumed all other	Or per head of	the population.				
Tons.	Tons.	Tons.	Cwts.	qrs.	lbs.	
1861.22,278,762	55,888,267	2	7	3	2	
1862.23,552,107	51,650,879	2	8	0	18	
1863.27,018,082	52,877,171	2	5	2	23	
1864.28,715,639	55,187,526	2	6	0	8	
1865.29,783,052	59,197,058	2	9	0	8	

For the purpose of rendering this history of the coal trade as complete as possible, returns of all the coal brought into London since 1834 are given, a detailed statement of all the collieries sending coal to the metropolitan district since 1854, and the prices of Newcastle and Sunderland coal in the London market during each month since the year 1832. From these we find that in 1834 by sea and canal London received 2,080,547 tons, and in 1844, 2,563,186 tons. In 1845 the railways began to bring coal to London, the quantity in that year being 8,461,199 tons. In 1854 there was an advance to 4,378,732 tons, and in 1864 to 5,478,426. The quantity brought within the metropolitan district last year was 5,909,940 tons.

An interesting portion of the returns is that which gives the statistics of the production of coal in the various European States and on the continent of America—the total quantity raised in every part of the world being considerably less

than that produced in the United Kingdom. The annual coal production of the whole world is 186,000,000 tons; but of this quantity the United Kingdom produces 98,000,000, or considerably more than one-half.

	Tons.
France, 1865	11,300,000
Belgium, 1862	9,758,223
Prussia, 1863	10,074,815
Prussia, 1863, (brown coal)	4,003,044
Saxony, 1863	1,902,175
Saxony, 1863, (brown coal)	428,615
Grand Duchy of Baden, 1864	12,338
Hanover, 1863	257,415
Hesse and Nassau	79,296
Electoral Hesse, 1865	308,150
Electoral Hesse, 1865, (brown coal)	170,600
Bavaria, 1862, (coal)	221,220
Bavaria, 1862, (lignite)	45,570
Zollverein, 1863, (coal)	16,906,707
Zollverein, 1863, (lignite)	5,459,494
Austria, 1862, (coal)	2,265,228
Austria, 1862, (lignite)	1,786,679
Russia, 1863	6,350,000
Denmark, 1864	2,755
Sweden, annually	30,000
Holland, annually, (inferior)	18,000
Portugal, annually	14,500
Switzerland, annually	15,100
United States of America, 1864	4,593,659

The quantity of iron produced was 9,910,045 tons, valued at the place of production at £3,324,804. This was used to feed 656 blast furnaces, from which flowed forth 4,819,254 tons of pig iron. Of this 543,018 tons were exported; and 6,407 puddling furnaces and 730 rolling mills were employed in converting the remainder into finished iron.

The quantity of tin ore produced was larger than that obtained from the Cornwall and Devonshire mines in any previous year, amounting to 15,686 tons, of the value of £867,435, from which 10,039 tons of metallic tin were obtained. The quantities produced, and the price per ton of ore, during the past six years have been as follows:

Ore raised.	Av. price per ton
Tons.	of ore.
1860	10,462
1861	11,640
1862	14,127
1863	15,157
1864	15,211
1865	15,686

As large quantities of tin are steadily arriving in England from Banca and Billiton, and as the Dutch merchants hold 7,690 tons of tin, available for the coming twelvemonths, there is no hope of any increase of price, until necessity, by closing many of the productive tin mines, reduces the supply.

The copper mines of Great Britain and Ireland produced 198,298 tons of copper ore, of the value of £927,938. From this 11,888 tons of copper were smelted, valued at £1,184,664. The production of British copper ores has been for some time steadily declining—the ores, as shown by a table given, are becoming poorer, and the price, which was for Cornish copper ores in 1856, £6 2s. 6d., has fallen to £4 15s. in 1865. The imports of foreign and colonial copper have been very large, that of copper ore amounting to 82,562 tons, and of regulus to 39,686 tons, while cake and manufactured copper have also been largely imported.

The total quantity of lead ore raised in the United Kingdom in 1865, was 90,452 tons, from which 67,181 tons of metallic lead, and 724,856 ounces of silver were obtained.

The zinc mines produced last year 17,842 tons of zinc ores, against 15,047 tons obtained in 1864.

The gold bearing quartz of the Welsh hills in the neighborhood of Dolgelly produced 1,663 ounces of gold; in the previous year the quantity was 2,336 ounces; and in 1863, it was 5,299 ounces.

Iron pyrites have been raised during the year to the extent of 114,195 tons, the value of which is estimated at £71,174. Of this quantity 81,990 tons have been raised in County Wicklow, Ireland. Barytes, a mineral which is largely used to mix with white lead, are returned at 6,768 tons.

Of the white oxide of arsenic, a return was made of 826 tons, separated from other ores, and sold in Cornwall.

The following is a general summary of the minerals raised and metals produced in the United Kingdom in 1865:

Quantity of Minerals raised	Value of Metals produced
Tin, tons	Metals produced.
15,686	producer.
198,298	927,938
90,451	11,888
	1,184,664
	1,438,161
	199,335
	104,810
	11,774,220
	150,000
	15,773,287
	£15,773,287
	24,537,621
	1,434,496
	£41,745,404

Delaware and Raritan Canal—Necessity of its Enlargement.

The business on this canal has increased so rapidly and has attained such prodigious totals, and, besides, increase of business upon it is so distinctly foreshadowed, that additional enlargement of the capacity of its locks will very soon have to be made, to satisfy the necessities and the interests of commerce.

Except on 48 miles of Delaware and Raritan Canal between Bordentown and New Brunswick, and on 14 miles of canal between Delaware City and Chesapeake City, there is open, deep and free river and bay navigation between the tidewaters of the Chesapeake, the Delaware and the Hudson, and the great cities and busy towns thereon. The movement of freight on this short, cheap and convenient inside water line, in contrast with the outside or coast route, is positively stupendous; and to accommodate its inevitable increase, either the

present lock will have to be widened to admit two boats into its chamber at the same time, or duplicate locks will have to be built alongside those in operation. Locks widened to pass two boats together would be a remedy for a time; and when still another enlargement of lockage capacity is required, the locks might be doubled in length, and made to pass four boats at a time in one chamber.

The Sault St. Mary's Canal has lock chambers 70 by 350 feet; and we have seen four brigs and schooners, bound from below for Lake Superior iron ore at Marquette, in the lock chamber at the same time.

The summit level of the Delaware and Raritan Canal is but 58 feet elevation above mean tide, so that the ascending and descending lockage between its termini is only 116 feet. The number of locks is but ten. The summit level is supplied by a feeder 28 miles long, which is filled by inflow from the Delaware river at Bull's island, and which has an incline of two inches in the mile to Trenton. Reservoir room for water storage may be provided to any extent, on the long summit level of the main canal; and nothing is needed but bold hydraulic engineering and the expenditure of money, to make the Delaware and Raritan Canal of capacity equal to its prospective trade, whatever be the limit its aggregate may reach.—*U. S. R. R. and Mining Register.*

Ogdensburg and Lake Champlain R. R.

On the 1st of August, 1865, this road, with its equipments, was, by an order from the Supreme Court, and by agreement of parties, transferred from the Trustees of the Second Mortgage Bonds of the Northern Railroad Company to the Ogdensburg, and Lake Champlain Railroad Company, an organization created by a law of the State, passed April 8, 1864. The road is 118 miles in length, extending from Rouse's Point to Ogdensburg. At the former it connects with the Montreal and Champlain, and the Vermont Central and Vermont and Canada Railroads. At Mooer's Junction, with the Montreal and New York Railroad. At Potsdam Junction, with the Rome, Watertown and Ogdensburg Railroad. And at Ogdensburg by ferry, with the Grand Trunk and Ottawa and Prescott Railroads of Canada. The equipment of the road consists of 26 locomotives, 17 passenger, 8 baggage, mail and express, and 353 freight cars. It has 18 miles of second track and sidings, and 4 miles of branch roads, viz: 1½ mile from Summit to Gravel Beds; 1½ mile from Champlain to River Landing, and 1 mile from Potsdam to Lumber Mill. The weight of rail per yard is 56 lbs.

The following is a comparative statement of the receipts and expenditures for the fiscal years ending September 30, 1864 and 1865:

Receipts:	1864.	1865.
From passengers and freight	\$741,765 42	\$612,970 86
From interest	16,866 52	4,829 47
From insurance	9,427 50	17,000 00
From Crawford bonds	10,500 00	
From bills payable	165,150 00	
From bills receivable	59,500 00	
Totals	\$768,059 44	\$869,950 33
Payments, other than for construction:		
For transportation expenses	\$549,703 85	\$662,711 74
For interest	108,484 50	189,102 07
For discount, interest and exchange	428 91	
For payments to Champlain extension	20,000 00	
For expenses attending new organization	65,671 59	
Totals	\$658,617 27	\$937,485 40

The earnings of the road in the years named were as follows:

	1864.	1865.
From passengers	\$159,564 66	\$178,115 67
" freight	547,443 67	508,297 33
" other sources	19,835 38	21,108 34

\$726,343 71 **\$707,521 34**

Expenses, viz:

	1864.	1865.
Repairs of road	\$66,862 39	\$111,984 85
Cost of iron for do	77,655 14	55,758 19
Repairs of buildings	34,739 30	22,744 72
" fences, etc.	3,830 11	5,120 07
Taxes and insurance	24,362 21	45,922 27
Repairs of engines	33,597 81	34,028 08
" cars	30,875 62	54,201 81
" tools, etc.	4,164 25	4,998 08
Incidental expenses	16,123 27	18,542 84
Office expenses	761 54	2,190 05
Agents and clerks	29,532 58	31,474 10
Labor, handling freight	20,562 24	31,063 06
Porters, watchmen and switchmen	16,717 74	26,563 46
Wood and water station attendance	3,841 91	8,579 92
Conductors, etc	26,808 02	31,656 57
Engine and firemen	20,483 57	21,682 41
Fuel and preparing	36,508 50	65,512 00
Oil and waste	8,967 80	20,057 08
Loss and damage	2,151 96	3,297 83
General superintend'ce	4,500 00	21,422 51
Contingencies	32,177 68	42,187 88

\$494,203 59 **\$649,931 80**

Earnings less exp. **\$232,140 12** **\$57,589 54**

COST OF ROAD AND EQUIPMENT.

	1864.	1865.
For graduation and masonry	\$1,862,822 87	\$1,862,822 87
Bridges	142,031 79	142,031 79
Superstructure, including iron	1,126,356 26	1,126,356 26
Passenger and freight stations, etc	330,430 79	330,430 79
Engine & car houses, machine shops, etc.	117,333 09	117,333 09
Land, land damages and fences	241,173 72	141,393 72
Locomotives and fixtures and snow plows	238,370 94	251,879 31
Passenger & baggage cars	47,023 64	52,946 16
Freight & other cars	508,808 12	526,725 10
Engineering and agencies	129,704 68	129,704 68

Totals **\$4,644,055 90** **\$4,681,623 77**

STOCK AND DEBTS.

	1864.	1865.
Capital stock	\$3,077,000 00	
First mort. bonds	1,494,900 00	1,494,900 00
Second "	3,077,000 00	

Totals **\$4,571,900 00** **\$4,571,900 00**

The number of miles run by passenger trains in 1865, was 124,872; by freight trains, 275,048—total, 399,920, against 458,311 in 1864, a decrease of 58,391. Number of passengers carried in 1865, 147,500; do., carried one mile, 5,498,317. In 1864, the number carried was 141,680, and the mileage of do., 5,846,234—an increase in passengers carried of 5,820, with a decrease in mileage of 347,917. Tons of freight carried in 1865, 203,781; mileage of do., 18,834,478. In 1864 the tonnage was 230,201, and the mileage of do., 21,154,884—a decrease in tonnage of 26,320, and in mileage of freight, of 2,819,906.

The Second and Third and Sixth and Ninth street cars, Philadelphia, are running every day in the week.

New Orleans Cotton Trade.

The New Orleans *Price Current*, in its annual review, dated September 1, gives the following table, showing the total product of cotton, with the receipts at New Orleans, and the total crop of each year:

Crop.	Bales.	Received at New Orleans.	Average per lb.	Total Value.
1856-'57.	2,939,519	1,513,247	12½	\$86,205,099
1857-'58.	3,113,962	1,678,616	11½	88,127,840
1858-'59.	3,851,481	1,774,298	11½	92,087,794
1859-'60.	4,675,770	2,255,448	10½	109,389,228
1860-'61.	3,699,926	1,849,312	11	92,465,600
1861-'62.		38,880	10	1,789,040
1862-'63.	3,900,000	22,078	55½	5,107,082
1863-'64.		181,014	85	46,677,872
1864-'65.	500,000	271,015	69½	73,828,398
1865-'66.	800,000	787,888	39½	140,812,185

By the above figures it will be seen how much more valuable the cotton crop of 1865-'66, was than that of any previous year, though the production was only about 16½ per cent. of that of 1859, which was the heaviest in the last ten years, the crop of that year reaching 4,675,770 bales, of the value, at the then prices, of about \$109,250,000. In the year 1866, 800,000 bales were produced, and were worth \$140,250,000. The product of the present year is estimated at more than double, probably treble, that of last year, and the prices this year range from 24 to 85 cents per pound for the various grades, against 39½ cents as the average price last year. From this comparison of figures the cotton crop of this year promises to be much more valuable than it was last year.

Bridge Across the Mississippi.

Quincy, Ill., September 6.—A bill for building a bridge across the Mississippi passed Congress a few days before its adjournment. The three railroads terminating at this point, desirous of building the same, have made a contract to that effect with the corporators, have received the charter, and the contract was signed and delivered yesterday, so that the Mississippi river bridge is now a fixed fact, on the great highway of travel to Salt Lake and California.

The Greenland Telegraph Route.

A Copenhagen letter states that the project of uniting the Western Continent with Europe by a telegraph cable, via the Faroe Isles and Greenland, is still under consideration. One of the directors of the company is in the Danish capital to settle the final details with that Government.

The Commissioners of the Troy and Greenfield Railroad invite proposals for the completion of the road from Greenfield to the Hoosac Tunnel. Proposals should be addressed to Alfred R. Field, Chief Engineer, at Greenfield, Mass.

The work on the Alexandria and Fredericksburg railroad is being rapidly pushed forward. The iron bridge over the Occoquan has been contracted for with Messrs. Smith & Latrobe, of Baltimore, and will be ready in time.

The Georgian Bay Canal Company has advertised for tenders for the construction of the canal.

The machine shops of the Burlington and Missouri River Railroad, at Burlington, Iowa, were burned on the 8th inst.

Railroads of Massachusetts.

A tabular statement of the railroads of the State, their capital and cost, length, earnings and expenses, dividends, &c., for the year ending 30th November, 1865.

(Prepared by OLIVER WARNER, Secretary of the Commonwealth.)

Railroads.	Capital Account.			Length of road and Equipm't.	Gross Earnings.			Operating and Repair.	Earnings less Expenses.	Dividends—Amount, Rate.
	Share Capital.	Funded Debt.	Total Capital.		Road.	Passenger.	Freight.			
Agricultural Branch.....	202,088	5,600	207,688	351,593	16,03	8,685	110,047	128,916	19,885	3,600 6
Berkshire.....	600,000	.....	600,000	21.01	(Operated by Housatonic.)	.....	.....	42,000	42,000	7
Boston, Hartford and Erie.....	11,775,500	7,581,900	19,429,287	9,683,408	98,97	44,001	80,498	68,397	12,641	122,267 5½
Boston County.....	1,890,000	47,118	2,037,118	2,639,133	28.61	365,715	442,578	27,253	826,840	347,691 8
Boston and Lowell*.....	4,076,974	.....	4,076,974	4,412,811	84.09	89,017	447,748	54,084	967,396	331,000 10
Boston and Maine*.....	2,085,925	21,500	2,106,425	3,381,500	3,360,000	64.00	624,137	547,765	1,221,104	852,561 10
Cheshire.....	1,591,100	.....	1,591,100	5,005,214	4,500,000	68.63	(No detail.)	1,662,357	1,160,106	502,551 10
Connecticut River.....	67,500	145,000	212,500	5,005,214	5,005,214	47.06	124,891	34,252	7,887	167,030
Danvers.....	810,320	28,700	16,000	762,625	1,031,625	47.06	(In course of construction, 18.8 miles.)	169,260	55,263	2½
Dighton and Somerset.....	73,340	42,807	15,641	181,785	2,787,442	53.65	191,675	414,926	629,622	127,288 8
Dorchester and Milton.....	3,155,000	1,798,600	321,200	5,274,800	4,815,963	84.49	95,034	257,186	69,854	364,403 10
Eastern Branch.....	3,40,662	.....	40,662	55,894	3.78	5,770	2,669	8,438	4,248	4,190
Essex.....	(Included in New Bedford and Taunton.)	147,720	195,746	343,466	274,926	16.11	(Operated by Providence, Warren and Bristol.)	98,151	86,246	6,905
Fairhaven Branch.....	3,540,000	.....	3,540,000	3,640,000	300,938	5.79	556,994	28,811	993,694	314,255 7
Fall River, Warren and Providence.....	2,000	4,668	2,54,568	2,275,000	93,50	407,889	66,390	66,390	20,427	14,829 6
Fitchburg and Worcester.....	927,000	.....	927,000	3,927,000	14,00	28,842	33,219	4,348	45,963	327,437 12
Hartford and New Haven.....	3,000,000	2,000	3,200	13,238	3,129,047	72.80	944,627	456,743	1,459,711	1,100,180
Horn Pond Branch.....	241,200	.....	2,170	244,370	18,64	6.66	25,907	5,400	(Operated by Boston and Lowell.)	33,665 (Lobs.)
Lexington and West Cambridge.....	200,000	75,000	275,000	277,754	363,158	12.35	(Operated by Boston and Lowell.)	21,780	8,702	13,078
Lowell and Lawrence.....	29,000	4,012	33,012	37,909	3.60	18,727	198,839	6,866	33,740	38,452
Medway Branch.....	149,092	4,000	153,092	152,778	8.54	16,4307	14,413	600	30,012	30,395
Middleboro' and Taunton.....	43,790	600,000	600,000	643,790	654,603	14.57	10,216	4,422	261,745	198,777
Nashua and Lowell.....	500,000	193,500	695,500	500,000	21.69	157,107	5,096	8,076	102,931	71,411
New Bedford and Taunton.....	500,000	140,902	656,142	597,386	26.98	409	(Operated by Boston and Lowell.)	67,298	96,345 (Loss.)	20,200 2
Newburyport.....	220,340	234,900	460,000	2,305,205	93.75	20,892	131,695	31,166	303,294	39,817 52,704 8
New Haven and Northampton.....	1,010,000	650,000	1,660,000	809,205	86.00	140,433	265,507	20,627	445,662	268,396 221,906 9
New London Northern.....	669,805	114,400	25,000	2,952,862	66.40	164,307	812,328	38,951	1,209,058	644,471 564,587 303,966 8
Norwich and Worcester.....	2,363,600	580,000	9,262	4,271,806	107.25	39,860	50,996	8,076	102,931	71,411 31,520 13,500 8
Old Colony and Newport.....	3,609,600	762,500	581,050	4,953,150	443,678	18,65	39,965	543,995	402,248	141,747 136,000 8
Pittsfield and North Adams.....	450,000	.....	450,000	450,000	1,610,109	44.42	230,602	259,724	13,669	5,734 5,655 7,072 8
Providence and Worcester.....	1,700,000	.....	1,700,000	90,518	91,007	3.60	11,429	2,710	150	1,066 16,434 2,433 1
Rockport.....	88,400	.....	2,218	470,727	464,013	16.88	(Operated by Boston and Lowell.)	11,870	294	11,576
Salem and Lowell.....	243,305	226,900	522	209,533	299,468	8.36	9,584	2,174	112	27,815
South Reading Branch.....	209,533	.....	.....	501,593	11.50	102,710	6,207	1,911	88,013	31,409 24,866 7
South Shore.....	259,685	150,000	.....	448,700	21.93	(Operated by Housatonic.)	900	.....	900	12,733 4½
Stockbridge and Pittsfield.....	448,700	23,120	66,376	66,376	2.38	(Operated by Boston and Lowell.)	17,700	.....	17,700	12,733 4½
Stoneham Branch.....	33,255	.....	267,300	267,382	13.16	(Operated by Nashua and Lowell.)	951	.....	9,908	8,091 7,686 9
Sunny Brook.....	85,400	.....	85,400	102,005	4.04	12,062	4,986	.....	61,442	20,000 8
Stoughton Branch.....	250,000	.....	250,000	11.78	129,913	87,661	2,149	259,723	168,281	31,409 24,866 7
Taunton Branch.....	250,000	1,003,250	1,754,370	6,00	(Figures from Report of 1863—Road surrendered to State.)	.....	.....	31,409	900	12,733 4½
Troy and Greenfield.....	923,942	979,308	1,247,234	77.33	136,889	198,301	54,896	267,689	1,232,397	543,662 10
Vermont and Massachusetts.....	2,860,000	558,955	3,418,955	1,366,565	1,926,220	1,387,799	3,431,564	2,204,925	1,234,954	1,683 4½
Western*.....	5,627,700	6,249,520	11,271,856	11,897,220	11,271,856	2,75	39,600	4,275	1,594	306 183,750
West Stockbridge.....	39,600	.....	35,600	62,769	165,149	1,239,259	1,163,397	431,605	247,765	106,554 9½
Worcester and Nashua.....	1,141,000	.....	1,141,000	35,600	.....	.....	.....	.....	.....	.....

* Double track railroads; † a large portion double track.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR
ENDING JANUARY 31, 1866.

The receipts on capital account during the half year amounted to £9,881 12s. 1d., and the total receipts to 31st January, 1866, were £5,155,781 2d. The aggregate expenditure to the same date amounted to £1,151,893 6s. 6d.; leaving a balance to the credit of capital account of £3,838 8d. The outlay on capital account during the half year amounted to £32,526 8s. 9d., and consists of proportion of expenditure chargeable to capital on rebuilding timber bridges in stone and iron; cost of fish jointing six miles of rails; outlay on new car ferry boat for the Detroit River; new station at Toronto, and extension of the line along the Toronto esplanade; cost of 2½ miles of line to be used by the Erie and Niagara Railway, &c. The receipts and expenditure on revenue account for the past half year are as follows:

Receipts	Expenditure
gross receipts	£387,039

working expenses, including maintenance of way, taxes, insurance, and rent of suspension bridge 146,938

From which there has to be deducted—	£240,101
Interest on Government loan	£17,498
Interest on bonds, &c.....	32,800
Loss on conversion of American money	73,317
Renewal of rails, sleepers, bridges, &c.	23,865
	146,660

	146,680
balance from half year's working.....	93,421
add surplus from last half year.....	8,205

Leaving £96,626
from this the Directors recommend a dividend at the rate of 5 per cent. per annum, free of income tax, which will absorb £85,626 6s. leaving a balance of £11,000 6s. to be carried to the credit of the current half year. The loss incurred on the conversion of American funds during the half year, amounts to the sum of £73,316 17s. 11d. this includes the conversion of \$242,158 44c. of American money brought over from the previous half year, and there remained on January 31st, 1866, a balance of \$114,557 72c. in American funds unconverted, or a reduction of \$127,600. During the past half year the aggregate American funds converted exceeded by \$442,015 25c. the amount converted during the previous half year and by \$357,293 75c. that in the corresponding half year. The price of gold has ranged from 48 $\frac{3}{4}$ to 137 $\frac{3}{4}$. The average cost of the gold purchased has been 144 $\frac{1}{2}$. The following table shows the receipts and expenses of the last five half years:—

Receipts.						Expense including taxes, in- surance, & suspension		
Passen.	Freight.	mails,	and	Half	live Rents.	Total.	bridg- year.	ren
£	£	£	£	£	£	£	£	£
Jan., 1864. 129,684	171,329	621	301,634	185,879				
July, 1864. 125,282	189,081	577	314,940	140,189				
Jan., 1865. 154,125	157,874	730	312,730	189,437				
July, 1865. 139,821	144,028	716	284,565	182,487				
Jan., 1866. 205,131	181,071	837	387,039	146,988				

The gross receipts for the six months ending January 31st, 1866, were £887,039 6s. 1d., against £312,729 10s. 10d. for the corresponding half year of 1865, being an increase of 22½ per cent. In the aggregate, the passenger receipts for the half year just ended show an increase of £51,005 13s., the freight and live stock receipts an increase of £28,197 6s., and rents an increase of £106 16s. 3d.; being a total increase of £74,309 15s. 6d., as compared with the corresponding half year.

ending January 31st, 1865. The working expenses are 37.97 per cent. as compared with 43.95 per cent. for the corresponding half year, showing a reduction of about 6 per cent. Thus the additional gross traffic of £74,309 15s. 3d. has been earned at an increased cost for working expenses of only £9,500 12s. 6d. The new station at Toronto has been opened for public use. The traffic to and from Bothwell on the main line has greatly increased, consequent upon the progressive development of the numerous petroleum oil wells in that and in the Enniskillen oil districts. The Directors are strongly urged to construct the projected branch line, for which legislative powers were granted in May, 1863. In the matter of the Commercial Bank notice of new trial in Canada has been given by the bank; but there is a prospect of an equitable adjustment being arrived at without further litigation. The accounts show that during the last half year the cost of re-rolling rails at the company's rolling mill has been reduced to £22½ per ton. The production since the opening of the mill on the 1st August, 1864, has been 5,689 tons, at an average cost of £24 per ton. The price formerly paid by the company at Toronto was 26½ per ton, exclusive of the cost of haulage from Hamilton to Toronto, which averaged \$1½ per ton, making the total cost \$18 per ton. The company had thus saved \$4 per ton on 5,689 tons re-rolled since the erection of their own mill, being a total saving of \$22,756 in the last eighteen months. The Directors are glad to report that the railway bridge over the Hudson River at Albany, connecting the New York Central with the Hudson River and Western of Massachusetts Railroads has been completed. The opening for traffic of this bridge, it is hoped, will obviate in future the impediments which have periodically arisen in the transportation of through traffic to the seaboard, in consequence of the ferry boats being unable to ply through the ice during the winter. The narrow gauge track about to be laid down on the Great Western main line will thus have an increased value as a through route. The gross earnings of the Detroit and Milwaukee Railroad for the year ending December 31, 1865, were £347,616 17s. and the working expenses amounted to £205,632 14s. 1d., leaving a net revenue of £141,983 2s. 11d.; of this surplus, the sum of £83,741 4s. 6d. was absorbed in the payment of interest on all description of mortgage bonds of the company. The gross earnings for the previous year ending December 31, 1864, were £271,982 1s. 4d., the working expenses, £181,799 14s., and the net revenue £90,132 7s. 4d.

Signed on behalf of the Board of Directors,
THOMAS DAKIN, President
London, March 26th, 1866.

Memphis and Charleston Railroad.

At a recent meeting of the stockholders of the Memphis and Charleston Railroad, in Memphis, Tenn., the following resolution was adopted:

Resolved, That the President and Directors of the Memphis and Charleston Railroad be requested to inquire into the feasibility of building a direct line from a point in North Alabama, connecting with the Memphis and Charleston Railroad to Atlanta, if a charter can be obtained and means raised to accomplish said object.

☞ The condition of the Montgomery and Eufaula (Ala.) Railroad is said to be very encouraging. A large force is at work on the grading of the road at Union Springs, only twelve miles of which remains to be completed. It is intended to commence the track laying some time next month.

 The new New York Northern Railroad Company has chosen Chester W. Chapin, of Springfield, President; Chas. R. Westbrook, of Ogdensburg, N. Y., Vice President Thos. L. Green, of Albany, Secretary and Treasurer.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS					GOLD, SILVER, ETC., STOCKS.								
COMPANIES.	Par Value	Value	of Shares.	Paid on Shares.	COMPANIES.	Par Value	Value	of Shares.	Paid on Shares.	COMPANIES.	Par Value	Value	of Shares.	Paid on Shares.	COMPANIES.	Par Value	Value	of Shares.	Paid on Shares.				
COPPER:					COPPER:					IRON:					GOLD:								
Acton	Ca.	5	200,000	—	Knowlton	L. S.	25	8	20,000	—	Broad Top	Pa.	50	50	50,000	Acadia	N. S.	3	100,000				
Acton Vale	Ca.	5	50,000	—	Lafayette	Ca.	25	2	20,000	—	Copake	N. Y.	50	50	50,000	Ada Elmore	Idaho	10	100,000				
Adventure	L. S.	25	3	20,000	3	Lake	—	2	20,000	—	Foster	—	—	—	—	Albion	—	3	100,000				
Etna	“	26	11	20,000	8	Lawrence	L. S.	5	100,000	—	French Creek	Pa.	5	5	100,000	Altona	Col.	5	100,000				
Albany and Boston	“	50	251	20,000	16	Lennoxville	Ca.	5	100,000	—	Garrison's	N. Y.	5	5	100,000	American	Col.	100	50,000				
Algoma	“	25	3	20,000	16	Logan	“	3	100,000	—	George's Creek	Md.	100	100	10,000	American Flag	Col.	10	60,000				
Allones	“	25	18	20,000	—	Lower California	Mo.	50	40,000	—	Harewood	—	5	5	20,000	Ascot	Can.	100	50,000				
American	“	25	1	20,000	—	Lyster	Ca.	2	200,000	—	Lake Superior	L. S.	25	25	20,000	Atl. & Pac.	Nev.	50	100,000				
Amygdaloid	“	26	17	20,000	—	Madison	L. S.	25	6	20,000	24	Mount Pleasant	Pa.	50	50	10,000	Baltic	Col.	—	100,000			
Anita	Cal.	—	20,000	—	Maiden	—	25	2	20,000	—	Teal Lake	L. S.	25	—	20,000	Bates & Baxter	“	—	80,000				
Annapolis	Md.	10	50,000	—	Mandan	—	25	4	20,000	4	Tyson	Vt.	10	—	20,000	Benton	“	5	100,000				
Areasida	L. S.	25	20,000	—	Manhattan	—	25	5	20,000	—	Black Hawk	“	100	—	50,000	Black Hawk	“	100	50,000				
Arizona	Ariz. T.	100	100,000	—	Marquette	—	25	3	20,000	—	Bob Tail	—	10	—	100,000	Bob Tail	—	10	100,000				
Arnold	L. S.	25	20,000	—	Maryland	Md.	5	—	—	—	Brigge	Col.	100	—	10,000	Broughton	“	10	100,000				
Ascot	Ca.	20	20,000	—	Mass.	L. S.	25	4	20,000	—	Bullion	Mins.	5	—	200,000	Bullion	Consol.	Col.	1	500,000			
Astor	L. S.	25	14	20,000	—	Massachusetts	“	25	—	—	—	Chebucto	N. S.	5	—	100,000	Chebucto	—	2	500,000			
Atlas	“	25	2	2,000	—	Medora	“	25	1	20,000	—	Central	Col.	5	—	200,000	Central	—	—	200,000			
Aztec	“	25	44	20,000	—	Mendota	“	25	1	100,000	—	Chaudiere	Can.	5	—	20,000	Chaudiere	—	—	20,000			
Balt. and N. C.	N. C.	5	20,000	—	Merrimac	—	25	6	20,000	—	Jobden	Idaho	10	—	100,000	Jobden	—	—	100,000				
Bay State	L. S.	25	13	20,000	16	Merryweather	“	25	—	20,000	—	Consol	Gregory	Col.	100	—	300,000	Consol	Gregory	Col.	100	300,000	
Beaver	—	25	2	20,000	—	Mesnard	“	25	8	20,000	34	Gay's River	2	—	100,000	Copalimeche	“	50	250,000				
Bedford	Ca.	5	125,000	—	Meteor	—	25	—	20,000	—	Denver	“	20	—	50,000	Cordovan	—	25	100,000				
Black River	“	24	20,000	—	Michigan	—	25	—	20,000	—	Downieville	“	1	—	300,000	Empire	“	20	250,000				
Bohemian	L. S.	25	17	20,000	—	Middiesex	—	25	—	20,000	—	Eagle	“	10	—	100,000	Excelsior	“	10	30,000			
Bolton	Ca.	5	200,000	—	Milton	—	25	1	20,000	—	Great Western	“	10	—	60,000	Garrison's	“	50	100,000				
Boston	L. S.	25	2	20,000	14	Minnesota	L. S.	25	18	20,000	16	Hope	“	25	—	80,000	Gem	“	50	25,000			
Brooklyn	L. S.	25	2	20,000	—	Missisquoi	Ca.	2	—	150,000	—	Hoiman	“	2	—	100,000	Golconda	—	20	250,000			
Broune	Ca.	5	100,000	—	Morrison	L. S.	25	—	20,000	—	Idaho	Nebr.	—	—	—	Gold Mountain	Col.	10	600,000				
Uabot	—	25	5	20,000	48	Nashua	“	25	—	20,000	18	El Dorado	Col.	5	—	500,000	Gold Mining	“	100	50,000			
Caledonia	“	25	5	20,000	—	National	“	25	5	20,000	3	Ramsey	Ca.	25	—	200,000	Gunnell	Central	“	100	50,000		
Cambridge	—	25	5	20,000	50c	Native	“	25	2	20,000	—	Rochester	—	25	—	200,000	Gunnell Central	“	50	20,000			
Canada	Vt.	4	100,000	—	Naumkeag	“	25	1	20,000	—	Rossie	N. Y.	5	—	100,000	Gregory	“	50	20,000				
Carp Lake	L. S.	25	—	Nebraka	—	25	—	20,000	—	Shawangunk	N. Y.	5	—	1,000,000	Great Western	“	10	60,000					
Cascade	“	25	—	Nequaket	“	25	2	20,000	—	Sussex	N. J.	5	—	125,000	Hope	“	25	80,000					
Central	“	25	5	20,000	48	New England	L. S.	25	2	20,000	—	Wallkill	N. Y.	—	—	—	Hoiman	“	2	150,000			
Champain	Ca.	18	200,000	—	New Jersey cons.	N. J.	10	—	100,000	—	Warren	N. H.	—	—	—	Idaho	Nebr.	—	100,000				
Chatham	“	2	200,000	—	Newton	Ca.	1	—	200,000	—	White Mountain	“	—	—	—	Isaac's Harbor	N. S.	5	100,000				
Cheticamp	—	5	30,000	—	New York	L. S.	25	1	20,000	—	American	Pa.	25	—	60,000	Kansas-Colorado	Col.	10	100,000				
Chippewa	L. S.	25	20,000	—	Penneyvania	“	50	50	20,000	6	Appleton	Pa.	50	50	50,000	Kip & Buel	“	2	100,000				
Clifton	“	25	—	Pewabic	“	25	5	20,000	36	Ashburton	Pa.	50	50	50,000	La Crosse	“	10	100,000					
Collin	“	25	—	Petherick	“	25	5	20,000	—	Baltimore	“	100	100	—	Liebig	“	5	200,000					
Concord	“	25	5	20,000	48	Pewabic	“	25	3	20,000	—	Belmont	“	50	50	10,000	Lake Major	N. S.	50	12,000			
Consolidated	“	25	5	20,000	—	Phoenix	“	25	—	20,000	—	Bear Valley	“	12	—	40,000	Mariposa	Cal.	100	60,976	11		
Copper Creek	Mo.	100	10,000	—	Pittsburg & Boston	“	25	5	20,000	14	Bever Meadow	Pa.	50	50	10,000	Do. preferred	“	100	57,744	30			
Deep River	N. C.	5	10,000	—	Pontiac	“	25	5	20,000	—	Big Mountain	Pa.	—	—	—	Mammot	Col.	10	100,000				
Delaware	L. S.	25	204	20,000	—	Prescott	Ariz. T.	100	—	100,000	—	Baltimore	“	2	—	100,000	Manhattan	“	10	100,000			
Derby	“	25	—	Providence	L. S.	25	—	20,000	—	Belmont	“	50	50	10,000	Massachusetts	“	5	250,000					
Devon	“	25	1	20,000	48	Quincy	“	10	—	20,000	44	Big Mountain	Pa.	—	—	—	Mount Vernon	Nev.	10	200,000			
Dorchester	“	25	1	20,000	—	Quincy	“	10	19	20,000	44	Bridgeport	Pa.	10	10	30,000	Montana	Col.	4	100,000			
Douglas	“	25	—	Reliance	—	25	—	20,000	—	Broad Mountain	“	10	10	30,000	National	“	—	300,000					
Dover	Ca.	2	1	200,000	—	Republie	—	25	—	8,000	—	British American	N. S.	—	—	—	New York City	Nev.	100	50,000			
Dudley	L. S.	25	14	20,000	—	Resolute	—	25	6	20,000	—	Cape Briton	N. S.	24	21	200,000	New York	Col.	10	100,000			
Dunham	Ca.	2	—	Ridge	—	25	8	20,000	—	Cameron	Pa.	50	—	50,000	N. Y. & Nevada	N. S.	10	100,000					
Durham	“	5	—	Ridge	—	25	8	20,000	—	Central	“	100	100	20,000	N. Y. & N. S.	N. S.	10	100,000					
Eagle River	L. S.	25	34	20,000	3	Fochester	“	25	—	20,000	92	Coal Brook	“	50	50	20,000	North Clear Creek	Col.	10	100,000			
Edwards	“	25	1	20,000	—	Rockland	“	25	12	20,000	92	Columbian	“	—	—	—	North Clear Creek	Col.	10	100,000			
Ely	Ca.	5	100,000	—	Roscoe	Ca.	1	—	200,000	—	Consolidation	Md.	50	—	10,000	Pacific	“	50	100,000				
Empire	L. S.	25	10	20,000	—	St. Clair	L. S.	25	3	20,000	7	Continental	—	50	—	10,000	Pre-cott	Ariz.	100	100,000			
Eureka	“	25	—	St. Flavien	Ca.	5	—	100,000	—	Cumberland	Md.	100	100	50,000	Quartz Hill	Col.	25	40,000	44				
Everett	“	25	1	20,000	—	St. Louis	L. S.	25	1	20,000	—	Cumberland	—	50	—	15,000	Republic	N. S.	100	15,000			
Evergreen Bluff	Pa.	5	55	20,000	—	St. Margaret	Ca.	5	—	200,000	—	Cumberland	—	50	—	10,000	Rocky Mountain	Col.					

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.
N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Completed: equi- val't in single r.k.	Length. In progress or projected	Equipment. Cars.	Companies	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.	Earnings.	Dividends on paid capital.	Market Price.
				MASSACHUSETTS.	\$	\$	\$	\$	p. c.	
30 Nov. '65	3.36	m.	m.	Boston and Chelsea	110,000	110,000	7,297	8,800	6,920	27
30 Nov. '65	4.52	208	31	Broadway, Boston	324,225	350,000	104,680	10,130	9,945	42
30 Nov. '65	27.43			Cambridge	734,671	727,500	150,000	94 (Unl. in Co.)	96	
30 Nov. '65	3.75			Dedham and West Roxbury	53,220	41,000	12,229	1,418	15,157 loss	
30 Nov. '65	2.74	29	6	Lowell (Horse.)	145,119	43,706	—	—	4	42
30 Nov. '65	12.50	167	32	Lynn and Boston	275,739	200,000	50,000	64,259	150,114 loss	
30 Nov. '65	3.41			Malden and Melrose	60,246	200,000	84,452	66 222 (Middlesex)	50	26
30 Nov. '65	3.07			Medford and Charlestown	38,600	21,000	10,000	—	53	
30 Nov. '65	33.74	340	151	Metropolitan (Boston)	1,492,107	1,250,000	287,160	651,603 loss	3	47
30 Nov. '65	3.87	255	41	Middlesex (Boston)	487,441	400,000	32,000	75,952	174,882	
30 Nov. '65	5.69	60	9	Quincy	154,233	71,500	58,400	56,500	32,583 loss	
30 Nov. '65	6.75	52	16	Salem & South Danvers	176,093	150,000	16,600	13,059	36,108 1,975	
30 Nov. '65	2.68			Somerville	50,000	50,000	—	(Middlesex)	5	25
30 Nov. '65	2.50	10	3	Stoneham street (Boston)	36,800	32,000	—	—	3	
30 Nov. '65	0.74			suburban	95,500	5,000	—	(Middlesex)	3	
30 Nov. '65	1.53	392	63	Union (Transportation)	242,809	160,000	20,000	130,743	307,780 loss	
30 Nov. '65	2.25	15	3	West Cambridge	16,350	13,500	—	—	3	
30 Nov. '65	11.60	44	8	Winnisimmet	62,152	60,000	—	500	3,600 2,922	
				Worcester	92,763	75,500	61,500	1,826	19,667 100s.	
				CONNECTICUT.						
11 Jan. '66	3.0	3.0	45	Fairhaven and Westville	100,000	100,000	—	—	8	
11 Dec. '62	8.5	11	3	Hartford and Wethersfield	300,000	300,000	—	—	—	
				NEW YORK.						
30 Sep. '65	7.17	6	6	A ban	85,544	50,000	31,000	—	65,155 501	
30 Sep. '65	17.50	35		Bicker St. & Fulton Ferry	1,595,966	900,000	610,000	43,000	103,215 37,588	
30 Sep. '65	10.73	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027 12,500	
30 Sep. '65	14.33	98		Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	190,000	100,000	612,779 198,082	
30 Sep. '65	7.75	10	2	Brooklyn, Bath & Coney Is'd	155,178	100,000	80,000	71,180	2,068 8,282	
30 Sep. '65	24.00	35	43	Brooklyn Central & Jamaica	130,388	492,150	400,000	55,291	173,847 8,666	
30 Sep. '65	56 1*	190	29	Brooklyn City	1,333,460	1,000,000	170,000	—	357,701 145,758	
30 Sep. '65	11.75	40	32	Brooklyn City and Newtown	539,162	366,000	200,000	37,962	104,691 5,651	
30 Sep. '65	0.09	4.0		Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	
30 Sep. '65	3.50			Brooklyn City & Rockaway	—	7,500	35,000	—	—	
30 Sep. '65	24.00	116		Centr'l Pk. N. & E. Riv. (N. Y.)	1,517,916	955,90	550,000	—	528,090 74,05	
30 Sep. '65	2.0			Clinton Avenue (Albany)	—	2,00	—	—	—	
30 Sep. '65	2.00			Cohoes & Waterford	500	—	—	—	—	
30 Sep. '65	19.75	32		Coney Island and Brooklyn	612,365	500,000	188,000	4,192	150,684 34,102	
30 Sep. '65	11.82	46		D. Dick, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714 80,362	
30 Sep. '65	6.00			East & North River (W.C.)	650	650	—	—	—	
30 Sep. '65	18.00	141		Eighth Avenue	1,260,915	1,000,000	160,000	—	627,153 90,670 6	
30 Sep. '65	12.00	42		42d st., & Grand st., Ferry	962,521	750,000	260,000	2,698	227,662 63,047 5	
30 Sep. '65	4.52			Grand St. & Newtown (W'g)	—	—	—	—	—	
30 Sep. '65	10.00	17	2	Harlem Br., Morris'ad & Ford'm	193,738	72,000	118,500	3,000	52,790 2,600	
30 Sep. '65	19.00			Harlem & Tarrytown	—	3,550	—	—	—	
30 Sep. '65	19.10	20		Ninth Avenue	444,877	795,320	112,000	—	74,514 loss	
30 Sep. '65	11.00			Port Morris & Westchester	1,200	1,200	—	—	—	
30 Sep. '65	11.00	19		Rochester City & Brighton	261,559	133,400	100,000	80,02	29,616 100	
30 Sep. '65	16.00			Second Avenue (N. Y.)	1,218,17	650,0	520,000	136,970	88,298 10 ⁵	
30 Sep. '65	8.37			Sixth Avenue (N. Y.)	1,409,516	750,000	—	139,604	482,224 loss	
30 Sep. '65	17.50	147		Third Avenue (N. Y.)	2,110,100	1,170,000	1,800,000	156,000	1,034742 211,243 9	
30 Sep. '65	5.00			Third Avenue & Fordham	975	975	—	—	—	
30 Sep. '65	4.46			Troy and Cohoes	50,000	50,000	—	ope by T. & L.	R. R.	
30 Sep. '65	6.50			Troy & Lansingburg	—	—	—	—	—	
30 Sep. '65	9.00			Utica City	209,325	124,500	100,000	00	30,752 loss	
30 Sep. '65	1.50	4	V. Brunt st. & Erie Bus. (Buff.)	62,000	50,000	12,000	—	12,859 808		
30 Sep. '65	—			Westchester	5,949	7,370	—	—	—	
30 Sep. '65	—	4		West Shore	1,457	2,200	—	—	—	
				NEW JERSEY.						
31 Dec. '62	5.82	7	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	
31 Dec. '62	5.05	8	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228 9,986 3		
31 Dec. '62	10.47		Jersey City & Bergen Point	—	—	—	—	—	—	
31 Dec. '62	17.00	150	22	Orange and Newark	599,414	281,550	300,000	20,660	105,553 29,459 50	
31 Dec. '62	5.80	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	
				PENNSYLVANIA						
31 Oct. '65	7.89	142	24	1 Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	40 10 534	
31 Oct. '65	5.50	122	21	3 Citizens' (Pittsburg)	188,021	100,000	56,300	10,318	114,721 34,877 10	
31 Oct. '65	12.33	262	40	Frankford & Southw'k (Ph)	765,569	491,620	200,000	—	286,861 91,545 50	
31 Oct. '65	6.0	86	15	4 Fairm' Pk & Del. Riv. (Ph)	—	—	—	62,732	8,227 16	
30 Nov. '65	4.50	195	33	5 Green & Coates st. (Phila.)	232,963	150,000	100,000	—	158,803 39,721 2	
30 Nov. '65	19.00	250	44	6 Germantown	385,169	112,245	250,000	—	197,195 49,561 30	
31 Oct. '65	5.04	120	25	7 Girard College (Phila.)	114,811	160,000	—	122,866	36,832 4 50	
31 Oct. '65	2.00	25	4	8 Harrisburg City	49,504	30,118	—	9,000	6,726 3,502 25	
31 Oct. '65	19.00	328	56	9 Hestonv. Mantua & Fairm't	—	183,600	75,131	153,813	39,179 50 18	
31 Oct. '65	4.50	105	16	10 Lombard & South st. (Phila.)	136,000	90,000	50,200	16,000	72,460 14,007 25 11	
31 Oct. '65	3.75	124	18	11 Oakland (Pitts'burg & E. L.)	96,385	75,000	35,000	150	88,795 20,243 16	
31 Oct. '65	2.06	67	12	12 Pitts', Allegheny & Manch'r	66,440	54,000	22,000	—	67,040 14,278 14	
31 Oct. '65	3.80	165	27	13 Philadelphia City	240,204	100,000	135,000	—	149,978 59,722 74	
31 Oct. '65	5.00	64	10	14 Philadelphia & Darby	56,333	10,000	17,000	—	38,751 6,494 5	
31 Oct. '65	4.50	51	10	15 Ridge Avenue & Manyunk	179,535	120,000	63,300	—	41,737 6,903 50	
31 Oct. '65	18.09	431	67	16 Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,582 158,820 10	
31 Oct. '65	6.62	87	9	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,883 9,187 50 13	
31 Oct. '65	7.00	118	16	18 Spruce & Pine (Phil. & Gr's F)	249,411	217,697	15,000	10,000	84,900 20,545 44	
31 Oct. '65	7.00	210	35	19 20th & 11th st. (Citizens')	176,048	192,750	—	—	210,143 87,310 94 63	
31 Oct. '65	6.25	143	23	20 13th & 15th st. (Phila.)	—	—	—	—	143,038 38,435 5 50 22	
31 Oct. '65	23.05	412	70	21 Union, Philadelphia	527,185	291,475	80,000	268,128	206,593 5,300 50 42	
31 Oct. '65	6.00	327	52	22 West Philadelphia	355,105	249,100	100,000	10,000	309,261 81,335 10 50 68	
31 Oct. '65	1.00	9	4 0 Williamsport	—	—	15,150	—	622 3,637 1,861 25		
				MARYLAND.						
31 Dec. '62	21.00	340	50	1 Baltimore City	700,000	670,000	—	31,549 239,059 21,058	— 184	
				OHIO.						
31 Dec. '62	5.00			1 Cincinnati Street	151,913	150,000	—	—	—	
31 Dec. '62	5.00			2 City (Cinc.) Passenger	111,412	100,000	—	—	—	
31 Dec. '62	3.81			3 Passenger (Cinc.)	68,877	50,000	—	—	—	
31 Dec. '62	3.63			4 Pendleton & S. st. Mart (Cinc.)	70,000	50,000</td				

FEDERAL, STATE AND CITY SECURITIES.

RAILROAD EARNINGS—MONTHLY.

January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1861	180,000	179,041	154,575	181,034	186,433	246,612	332,098	406,076	446,044	396,847	381,610	357,666
1862	289,400	327,269	399,870	343,408	399,364	429,660	472,483	597,708	677,625	719,911	731,270	699,762
1863	504,991	408,864	285,480	394,533	451,477	474,441	462,674	528,618	-----	-----	-----	-----
Chicago and Alton:	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,298
1861	73,189	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,965
1862	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	153,294
1863	100,991	154,414	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	262,015
1864	230,503	275,283	299,063	258,480	322,278	356,985	409,251	401,280	387,966	307,919	236,824	277,044
1865	210,171	207,913	304,885	270,589	333,432	368,275	326,870	381,599	-----	-----	-----	-----
Chicago and Rock Island:	83,020	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753
1861	120,776	90,607	75,676	76,459	102,355	133,374	119,947	117,086	146,288	161,503	138,795	135,595
1862	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134
1863	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037
1864	305,554	248,331	289,403	196,680	234,612	321,818	244,121	308,231	359,489	307,523	270,073	201,779
1865	241,395	183,885	257,230	197,886	264,605	290,642	224,112	310,446	-----	-----	-----	-----
Chicago and Northwestern:	83,020	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753
1861	273,876	317,839	290,355	421,563	466,830	565,145	480,710	519,306	689,605	729,759	716,378	563,400
1862	541,005	482,164	499,296	468,258	585,628	747,942	702,678	767,508	946,707	921,886	749,101	546,669
1863	523,566	405,884	523,744	518,736	735,082	922,892	776,990	778,284	-----	-----	-----	-----
Chicago and Great Eastern:	12,316	11,065	18,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,884	25,461
1861	24,343	24,344	22,773	19,487	22,411	22,618	21,401	31,693	31,757	36,578	33,981	37,440
1862	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	51,787	51,386	528,864
1863	47,393	56,565	67,822	61,312	59,182	58,178	53,518	88,458	87,037	94,543	78,111	850,495
1864	77,878	77,242	83,450	75,514	76,674	91,97	91,075	97,145	106,389	118,610	116,293	91,564
1865	20,415	79,430	111,102	107,072	120,460	118,960	86,037	104,331	-----	-----	-----	-----
Erie:	404,507	391,932	458,560	547,174	506,610	430,063	372,05	419,010	516,948	719,364	734,108	714,211
1861	699,097	601,595	638,006	626,070	587,416	528,842	595,024	616,962	756,421	885,136	902,906	963,859
1862	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321
1863	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,24,900	1,234,217
1864	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,173,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765
1865	including Buffalo Division	1,187,188	983,855	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	-----	-----	-----	-----
Illinois Central:	321,844	279,268	229,334	192,054	199,488	177,829	180,280	268,883	289,862	284,020	243,249	224,401
1861	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463
1862	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	475,576	496,433	437,679	424,531
1863	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402
1864	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088
1865	582,828	512,628	516,822	406,773	507,830	560,025	467,115	586,074	-----	-----	-----	-----
Marietta and Cincinnati:	33,904	26,252	25,891	38,579	32,668	29,884	37,271	56,687	46,452	81,829	55,257	48,544
1861	38,203	53,778	60,540	64,306	35,326	40,706	55,704	52,564	77,112	83,059	76,764	68,883
1862	77,010	74,409	89,901	72,389	88,993	78,697	91,809	90,972	93,078	93,548	96,908	95,453
1863	96,672	87,791	93,763	78,607	76,248	107,525	104,606	115,184	125,252	116,495	116,148	105,767
1864	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	-----	-----	-----	-----
Milwaukee and Prairie du Chien:	64,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920
1861	82,902	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	164,369	122,272	61,835
1862	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,355	155,417	206,055	138,342	112,913
1863	98,184	74,283	88,221	140,418	186,747	210,209	139,547	113,399	168,218	175,526	149,099	117,013
1864	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	-----	-----	-----	-----
Michigan Southern & Northern Indiana:	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077
1861	163,152	152,723	157,500	192,120	200,828	181,983	180,915	226,319	276,109	326,818	305,284	279,539
1862	248,784	230,508	557,227	268,613	264,935	241,236	199,145	238,012	308,106	375,567	332,260	348,048
1863	252,435	304,445	328,454	320,661	267,126	315,258	255,891	358,862	402,219	407,107	448,934	411,806
1864	363,998	366,361	413,974	365,180	351,489	387,095	301,613	418,576	486,808	524,760	495,072	351,799
1865	312,846	277,234	412,393	409,427	426,493	392,841	336,499	380,452	-----	-----	-----	-----
Michigan Central:	142,334	119,764	151,671	172,814	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134
1861	236,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,966	322,369	307,474	268,684
1862	247,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186
1863	252,435	278,848	348,802	388,276	271,553	265,780	263,244	346,751	408,445	410,802	406,510	376,470
1864	306,324	279,137	344,228	237,241	401,456	365,663	329,105	410,651	460,651	490,594	447,670	328,869
1865	282,438	265,796	337,158	343,737	365,196	335,083	324,986	359,645	-----	-----	-----	-----
Milwaukee and St. Paul:	51,965	46,474	64,992	83,202	131,448	128,970	99,662	86,482	164,710	221,638	198,135	120,227
1861	98,181	86,523	93,905	106,269	203,018	231,562	251,906	241,370	300,341	595,079	346,117	171,125
1862	131,707	122,621	124,175	121,904	245,511	243,944	209,199	183,223	-----	-----	-----	-----
New York Central:	480,065	420,793	627,051	659,688	677,073	558,743	523,138	562,076	696,175	927,036	952,980	872,985
1861	749,156	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768
1862	920,272	799,167	887,590	911,397	839,120	841,165	818,612	840,450	1,079,551	1,041,522	1,045,401	1,157,818
1863	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,763	1,273,117	1,450,076	1,227,113	1,187,503	1,118,829
1864	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,496,752	1,524,434	-----	-----	-----
Ohio and Mississippi:	210,529	260,466	309,261	239,443	224,967	223,242	226,176	322,596	332,400	278,0		

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers, (?) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount	Interest	Interest.				Description.	Amount	Interest	Interest.				
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.	
Florida, Atlantic and Gulf Centr.: Internal Improvement (State) - Free Land, 2d Mortgage.	\$300,000	7			1891	---	Memphis and Charleston State [Tenn.] Loan	\$1,100,000	6				1880	
Galena and Chicago Union: 1st Mortgage Coupon.	200,000	8			1891	---	1st Mortgage	1,600,000	7				---	
2d Mortgage (S. F.) Coupon.	1,963,000	7	Feb. & Aug.	New York.	1882	100	Michigan Central: 1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	---	
Elgin and State Lino.	1,086,000	7	May & Nov.	"	1875	93	1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	---	
Mississippi River Bridge.	189,000	7	Jan. & July.	"	1879	---	1st Mortgage (convert.) Dollar	1,995,500	8	"	N.Y. & Boston	1869	108	
Great Western, Ill.: 1st Mortgage Western Division	200,000	7	Jan. & July.	"	1884	---	1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	"	1882	111	
Eastern	1,090,000	10	April & Oct.	New York.	1863	106	1st Mortgage (S. F.) convertible	4,253,500	8	"	"	1882	111	
Hannibal and St. Joseph: Missouri State Loan (1st lien).	1,350,000	7	Feb. & Aug.	"	1866	102	Mich. Southern and N'n Indiana: Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	---	
Land Security.	3,000,000	6	Jan. & July.	New York.	73-78	81	Erie and Kalamazoo	27,000	7	March & Sept.	"	1862	---	
Convertible Bonds.	3,344,60	7	April & Oct.	"	1881	92	Northern Indiana, Plain	1,000	7	Feb. & Aug.	"	1863	---	
Harrisburg and Lancaster: New Dollar Bonds.	822,000	7	Jan. & July.	"	1883	97	Goshen Air Line	651,000	7	"	"	1868	95	
Hartford and New Haven: 1st Mortgage	601,000	6	Jan. & July.	Philadelphia.	1883	100	Detroit and Toledo	734,000	7	"	"	1876	98	
Houseaux:	927,000	6	Feb. & Aug.	New York.	1883	99	1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	"	1885	99	
Houston and Texas Central: State (1st Lien) Loan.	202,500	6	Jan. & July.	Bridgeport.	1877	---	2d General Mortgage	2,253,500	7	"	"	1877	92	
Mortgage.	210,000	---			1866	---	Milwaukee and St. Paul:	4,600,000	7	Feb. & Aug.	New York.	1868	99	
Rudson River: 1st Mortgage	125,000	7			1866	---	1st Mortgage	1,500,000	7	April & Oct.	"	1884	83	
2d Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	101	Real Estate Depot	2,400,000	---			1874	---	
3d Mortgage	2,000,000	7	June & Dec.	"	1885	103	Milwaukee and Prairie du Chien:	402,000	7	Jan. & July.	New York.	1891	100	
Convertible.	1,820,000	7	May & Nov.	"	1875	104	Minnesota and Pacific: Real Estate	1,200,000	7	Jan. & July.	"	1892	---	
Illinois Central: Optional Right Bonds	1,002,000	7	"	"	1867	100	Mississippi Central: 1st Mortgage	1,007,363	7					
Construction	32,000	7	Jan. & July.	New York.	1868	---	Mississippi Central and Tenn.: State (Tenn.) Loan	529,000	6					
Redemption bonds	6,827,000	7	April & Oct.	London.	1875	---	Mississippi and Missouri: 1st Mortgage (convertible)	1,000,000	7		New York.			
Indiana Central: 1st Mortgage (convertible).	2,896,500	6	"	New York.	1875	106	2d Mortgage (S. F.)	400,000	8	"	"			
2d Mortgage	2,565,000	6	"	"	1890	---	Oskaloosa Division	688,556	7	Jan. & July.	"	1875	184	
Income.	600,000	7	Jan. & July.	New York.	1866	---	1st Land Grant	3,612,000	7	"	"	61	---	
Indianapolis and Cincinnati: 1st Mortgage	20,500	10	"		1866	117	2d Land Grant	691,000	---					
2d Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106	Income Bonds	513,300	---					
Real Estate Mortgage.	400,000	7	"	"	1862	100	Mississippi and Tennessee: Tennessee State Loan	98,000	6			1885	---	
Ind. Pittsburg and Cleveland: 1st Mortgage	200,000	7	"		1865	68	Mississippi State Loan	202,098	6			1878	---	
2d Mortgage	650,000	7	Jan. & July.	New York.	1870	---	Mobile and Ohio: City (Mobile) Tax Loan	400,000	6					
Indianapolis and Madison: Mortgage	347,000	7	"	"	---	Tennessee State Loan	674,860	6						
Jeffersonville: 1st Mortgage	640,000	7	May & Nov.	New York.	1881	100	Alabama State Loan	389,410	6					
2d Mortgage	187,000	7	March & Sept.	New York.	1861	75	Income	1,508,070	8	Jan. & July.	New York.	1861-67	---	
Joliet and Chicago: 1st Mortgage (S. F.)	392,000	7	April & Oct.	"	1873	70	Sterling	878,035	6			1883	---	
Joliet and N. Indiana: 1st Mortgage (guar.).	500,000	8	April & Oct.	New York.	1883	---	Mississippi State Loan	200,970	6					
Kennebunk and Portland: 1st Mortgage (City and Town)	800,000	8	Jan. & July.	New York.	1874	---	Mongomery and West Point: Alabama State Loan	122,622	---					
2d Mortgage	900,000	6	April & Oct.	Boston.	1870	---	Mortgage (due 1860, '63 and '65).	350,000	6					
Kentucky Centr. (Cov. and Lex.): 1st Mortgage	230,000	6	"	Augusta.	1861	---	Mortgage	450,000	8			var.		
2d Mortgage (convertible)	1,000,000	7			---	Morris and Essex: 1st Mortgage (S. F.)	3,094,775	7	May & Nov.	New York.	1915	96		
3d Mortgage	600,000	7			---	1st Mortgage	249,000	7						
Guaranteed by Covington	600,000	7			---	Nashville and Chattanooga: Mortgage (State endorsed)	1,500,000	---						
Cincinnati (exchanged).	200,000	6			---	Chat, and Clev. Subsc. (endors.)	231,000	---						
Latrobe, Viroqua & Mineral Pt.: 1st Mortgage	100,000	6			---	1st Mortgage	2,235,000	6						
Lehigh Valley: 1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	---	N. H., Lond. and Ston'gton: 2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93	
La Crosse and Milwaukee: 1st Mortgage (Eastern Div.)	1,477,000	6	May & Nov.	Philadelphia.	1873	89	Extension	116,000	6	May & Nov.	New Haven.	1878	---	
Lackawanna and Bloomsburg: 1st Mortgage	875,000	7	May & Nov.	Milwaukee.	1872	---	New Haven and Northampton: 1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	---	
Lengton and Frankfort: Mortgage, due 1869 and '74.	2,024,578	7	Jan. & July.	Philadelphia.	1881	---	1st Mortgage (H. & Hamp.)	103,000	6					
Little Miami: Mortgage (coupon)	73,000	6		Lexington.	69-74	---	New Jersey: Company's (various)	805,000	7	Semi-ann'ly.	New York.	var.	100	
Long Island: State Loan (S. F.)	1,800,000	6	May & Nov.	New York.	1883	100	New London Northern: 1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100	
2d Mortgage	100,000	5	Jan. & July.	New York.	1876	---	Extension Bonds	72,800	6	March & Sept.	"	1885	---	
Extension Bonds	500,000	6	"	"	1870	90	N. Orl'ns, Jackson and Gt. North: State (Miss.) Loan	255,000	5					
Long Dock Co.: Mortgage Bonds	175,000	7	May & Nov.	"	1890	110	1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	---	
Louisville and Frankfort: Louisville Loan.	2,907,000	7	June & Dec.	New York.	1882	99	Louisiana State Loan	641,000	6					
1st Mortgage	100,000	6	Jan. & July.	New York.	1881	100	New Orleans City Subscription	1,500,000	5					
2d Mortgage	100,000	6	"	"	1870	90	1st Mort. (S. F.)	506,000	8			1889	---	
Marietta and Cincinnati: 1st Mortgage Bonds	372,000	6			---	New York Central: Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	96		
2d Mortgage	1,002,900	6			---	Dbl'ts of former Co. outstanding	100,000	---						
McMinnville and Manchester: State (Tenn.), 1st Lien	314,100	6			---	Exchanged Stks (S. F.) Bds	1,998,000	7	Feb. & Aug.	"	1876	102		
1st Mortgage	1,76,000	6	Jan. & July.	New York.	68-78	634,000	5	May & Nov.	"	1883	91			
Lebanon Branch 1st Mortgage.	1,765,000	7	Feb. & Aug.	"	1883	78,000	6	"	"	1883	87			
Memphis Branch 1st Mortgage.	21,000	7			1886	165,000	6	"	"	1883	86			
Main Central: Loan \$1,100,000	238,335	7	Feb. & Aug.	New York.	1891	80-81	Real Estate (S. F.) Bonds	192,773	7	var.	"	1883	---	
Loan \$400,000.	1,002,900	6			1891	80-81	Real Estate Bonds & Mortgages	45,550	6	"	"	1883	---	
McMinnville and Manchester: State (Tenn.).	314,100	6			1891	80-81	Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	"	1876	106	
Mortgage	24,000	7			1891	80-81	Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	"	1887	92	
Mortgage	10,000	6			1891	80-81	New York and Erie: 1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103	
Marietta and Cincinnati: 1st Mortgage Bonds	2,388,335	7	Feb. & Aug.	New York.	1891	81	2d Mortgage	4,000,000	7	March & Sept.	1479	100		
1st Mortgage Sterling	1,000,000	7	"	"	1891	81	3d Mortgage	6,000,000	7	"	"	1883	98	
Scioto & Hocking Val. R. mort.	309,000	6			1891	81	4th Mortgage	4,441,000	7	April & Oct.	"	1880	96	
Memphis, Clarkesv. and Louisv.: State [Tenn.] Loan	910,000	6			1891	81	5th Mortgage	926,500	7	June & Dec.	"	1888	96	
Memphis and Ohio: State [Tenn.] Loan	1,340,000	6			1891	81	Buffalo Branch	186,400	7	Jan. & July.	"	1891	---	
							Sterling Bonds	3,818,652	---			London.	1876	---
							New York and Harlem: 1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	151	
							Consolidated	1,000,000	7	Feb. & Aug.	"	1887	100	
							3d Mortgage	980,300	7	Jan. & July.	"	1887	94	
							New York and New Haven: Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	---	
							N. Y., Providence and Boston: 1st Mortgage	247,000	6	Feb. & Aug.	New York.	1873-75	---	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest.				Description	Amount	Interest	Interest.			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
North Carolina:							Racine and Mississippi:						
Mortgage Loan	\$350,000	8	Mar. & Sept.		1867	---	1st Mortgage (Eastern Division)	\$80,000	8				
North-Eastern (S. C.):							1st Mortgage (Western Division)	75,700	8	"	New York	1875	35
1st Mortgage	700,000						Raleigh and Gaston:	100,000					
2d Mortgage	224,500						Coupon	100,000					1862
Northern Central:							Richmond and Danville:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore	1866	86	State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York	1877-88	---
Md. State Loan (Irredeemable)	1,500,000	6	"	"			Guaranteed by State	200,000	7	April & Oct.	Richmond	1875	---
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Mortgage (Coupon)	32,000	7	Feb. & Aug.	"	1875	---
York and Cumberland 2d Mort.	25,000	6	Jan. & July	"	1871		Mortgage (Registered)	504,000				1873	---
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	91	Richmond, Fred. and Potomac:						
Construction, 2d Mort.	2,500,000	6	Jan. & July	"	1885	89	Sterling (\$67,000)	324,006	6			1800	---
North Missouri:							Richmond and Petersburg:	159,000					
State Loan (30 years)	4,350,000	6	Jan. & July	New York	172-87	90 ⁴	Coupon	100,000					1875
North Pennsylvania:							Rutland and Burlington:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	91	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1863	100
Chattel Mortgage	360,000	10	"	1887	120	2d Mortgage	937,500	7	"	"	1863	39 ⁴	
Northern (N. H.):						3d Mortgage	440,000	7	"	"	1863	1	
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston	1874	92	Sacramento Valley:						
Norwich and Worcester:							1st Mortgage	400,000	10	Jan. & July	New York	1875	---
Mass. State Loan	400,000	6	Jan. & July	Boston	1877		2d Mortgage	329,900	10	Feb. & Aug.	San Francisco	1881	---
Bonds for Dividend Scrip	59,000	7	"	New York	'64-'74		3d Mortgage	92,000	7	Feb. & Aug.		1866	---
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70		Six per cent	20,500	7			1875	---
Ohio and Mississippi:							Sand'sky, Mansfield and Newark:	75,593	6			1878	---
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July	New York	1872	88	1st Mortgage	1,290,000	7	Jan. & July	New York	1866	30
1st Mortgage—Western	850,000	7	"	"	1872		2d Mortgage	250,000	7	April & Oct.	New York	1863	---
2d Mortgage—Western	750,000	7	"	"	1874		1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1866	---
Orange and Alexandria:							Seaboard and Roanoke:						
1st Mortgage	400,000	6	May & Nov.	New York	1866		1st Mortgage	300,000	7			1880	---
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	"	1875		3d Mortgage	75,000	7			1870	---
2d Extension	600,000	8	May & Nov.	"	1873		South Carolina:						
Ogdensburg & Lake Champlain:							State Loan	187,000	5				1868
1st Mortgage	1,494,000	7	April & Oct.	Boston	1869	100	Domestic Bonds	650,000	5				'63-'74
2d Mortgage (now stock)							Domestic Bonds, past due	2,000,000	5	Jan. & July	London	1866	---
Oswego and Syracuse:							Southern Mississippi:	500,000					
1st Mortgage	225,000	7	Jan. & July	Oswego	170-80	---	1st Mortgage	631,000					1875
Pacific (Mo.):							St. Louis and Ind. (P. C. and C.):						
State (Mo.) Loan	7,000,000	6	Jan. & July	New York	171-87	78 ⁴	1st Mortgage	1,500,000	7	Jan. & July	Philadelphia	1870	---
State Loan (S. W. Branch)	1,288,000	6	"	"	'87-'89		2d Mortgage	3,501,000	6				
Construction Main Line	1,314,000	7	"	"	"		St. Louis City Subscription	500,000					
" S. W. Branch.	3,232,000	7	"	"	"		St. Louis County Subscription	1,000,000					
St. Louis County bonds	13,000	7	"	"	"		Sunbury and Erie:						
Panama:							1st Mortg. (Sunbury to W. map't)	1,000,000	7	April & Oct.	Philadelphia	1877	69
1st Mortgage Sterling	416,000	7	April & Oct.	London	1870	101 ¹	Mortgage (half to State)	7,000,000	5	Jan. & July	"	'75-'78	---
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		Syracuse, Binghamton and N. Y.:	1,400,000	7	April & Oct.	New York	1876	---
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		1st Mortgage Coupon	7					
Peninsula:							St. Louis, Alton, Terre Haute:						
1st Mortgage.	1,029,000	7	March & Sept.	New York	1893	82	1st Mortgage (series A):	1,100,000	7	Jan. & July	New York	1894	91
Pennsylvania:							2d " (series B):	1,100,000	7	April & Oct.	"	1894	8
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia	1880	101	2d " pref. (series C):	1,400,000	7	Feb. & Aug.	"	1894	80 ¹
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98 ⁴	2d " (series D):	1,400,000	7	May & Nov.	"	1894	76
2d Mortgage Sterling	2,283,840	6	"	London	1875		" Income (series E):	1,700,000	7	"	"	1894	76
State Works Bonds	6,700,000	5	Jan. & July	Harrisburg	1894	102	Toledo, Peoria & Warsaw:						
Penobscot and Kennebec:							1st Mortgage	1,600,000	7	June & Dec.	New York	1894	---
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston	174-75		Terre Haute and Richmond:						
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor	1876		1st Mortgage (convertible)	60,000	7	March & Sept.	New York	1894	---
Peoria and Oquawka:							Toledo and Wabash:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York	1862		1st M. (Toledo and Wabash):	900,000	7	Feb. & Aug.	New York	1865	92 ¹
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		1st M. (L. E. Wab. and St. Louis):	2,500,000	7	"	"	1865	80
Petersburg and Lynchburg (S. Side):							2d M. (Toledo and Wabash):	1,000,000	7	May & Nov.	"	1878	80
State (Va.) Loan (S. F.):	800,000	7					2d M. (Wabash and Western):	1,500,000	7	"	"	1878	80
1st Mortgage (1860-70-'75)	365,000	6					Sinking Fund Bonds	152,355	7				86
3d Mortgage (1862-70-'72)	278,000	6					Equipment bonds	600,000	7				66
Special Mortgage (1865-'68)	175,000	6					Vermont Central:						
Last Mortgage (1861 to 1869)	133,500	8					1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston	1861	120
Phila., German'n and Norrist'n:							2d Mortgage Coupon	1,000,000	7	Jan. & July	"	1867	35 ¹
Consolidated Loan	119,300	6	Jan. & July	Philadelphia	1865	105	Vermont and Massachusetts:						
Convertible Loan	292,500	6	"	"	1885	119	Mortgage Bonds	550,000	7	Jan. & July	Boston	1883	95
Philadelphia and Reading:							Virginia Central:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July	Philadelphia	1867		Mort., guaranteed by State of Va.	100,000	6	Jan. & July	Richmond	1880	---
" 1848	182,400	5	"	"	1880		Mort. (coupons)	188,000	5	"	Richmond	1872	---
" 1861	2,695,600	6	April & Oct.	"	1870	96 ¹	Mort. (coupons)	926,000	6	"	New York	1884	---
" 1843	106,000	6	Jan. & July	"	1871	96	Virginia and Tennessee:						
" 1844	804,000	6	"	"	1880	98	State (Va.) Loan:	1,000,000	6	Jan. & July	Richmond	1887	---
" 1848	101,000	6	"	"	1880	98	1st Mortgage	500,000	6	"	New York	1872	---
" 1849	67,000	6	"	"	1880	98	2d or Enlarged Mortgage	1,000,000	6	"	"	1884	---
" 1857, (convertible)	415,500	6	"	"	1886	104 ¹	Sale Works Br. Mort. due '58-'61	203,000	6	"	"	var.	---
" 1866	60,000	7	"	"	1886		Warren (N. J.):						
Bonds and mort. on Real Estate	535,362						1st Mortgage	600,000	7	Feb. & Aug.	New York	1875	---
Phila., Wilmington and Baltimore:							Warwick Valley, N. Y.:						
Mortgage Loan	496,000	6	Jan. & July	Philadelphia	1884	98 ⁴	1st Mortgage	60,000	7	April & Oct.	New York	1880	87 ¹
Pittsburg and Connellsburg:							2d Mortgage	25,000	7	Jan. & July	Chester	1871	70
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York	1889	74 ¹	Watertown and Rome:						
Pitts., N. Fl., Wayne and Chicago:							Mortgage (new bonds)	800,000	7	March & Sept.	New York	1880	107 ¹
1st Mortgage (series A):	875,000	7	Jan. & July	New York	1912	102	Western (Mass.):						
" (series B):	875,000	7	Feb. & Aug.	"	1912	11	Sterling (\$399,900)	4,319,620	5	April & Oct.	London	'68-'71	---
" (series C):	875,000	7	Mar. & Sept.	"	1912	11	Dollar Bonds	950,000	6	"	Boston	1875	98 ¹
" (series D):	875,000	7	April & Oct.	"	1912	11	Albany City Bonds	1,000,000	6	Jan. & July	"	'66-'76	100 ¹
" (series E):	875,000	7	May & Nov.	"	1912	11	Elmira and Williamsport:						
" (series F):	875,000	7	Jun. & Dec.	"	1912	11	1st Mortgage	1,000,000	7	Jan. & July	Philadelphia	1880	97 ¹
" (series G):	860,000	7	Jan. & July	"	1912	96	Wilmington and Manchester:						
" (series H):	860,000	7	Feb. & Aug.	"	1912	11	1st Mortgage	596,000	7	May & Nov.	New York	1866	---
" (series I):	860,000	7	"	"	1912	11	2d Mortgage	200,000	7	"	"	1872	---
" (series J):	860,000	7	"	"	1912	11</							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Year ending.	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.									
	Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Cars.	Companies.				Property and Assets.			Liabilities.			Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of					
						M.	M.	M.	No.	No.	No.	No.	Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total, incl. all other assets and liabilities.							
30 Jun. '60	65.0	—	—	50.6	—	Alabama.	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
2 Feb. '59	30.8	—	—	68.1	2	2	18	102	10.9	10.9	10.9	10.9	1,451,336	877,953	105,256	1,515,704	54.0	101,102	37,866	—						
31 May '60	109.6	—	—	67.8	11	9	102	—	—	—	—	—	461,505	335,010	109,500	21,632	518,965	30.3	55,791	31,852	—					
30 Jun. '59	57.0	—	—	171.3	—	Ala. and Tennessee Rivers.	—	—	—	—	—	—	2,261,927	184,906	1,067,006	277,777	240,485	109.6	207,626	111,232	—					
1 May '61	149.9	13.5	—	49.4	40	28	502	—	—	—	—	—	1,500,000	—	—	—	—	57.0	236,791	76,773	21,006					
19 Feb. '60	88.5	28.4	—	—	—	Mobile and Girard.	—	—	—	—	—	—	12,000,000	—	—	—	—	—	—	1,402,858	696,370	—				
3 Nov. '58	38.5	—	—	107.6	—	Mobile and Ohio.	—	—	—	—	—	—	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	505,156	260,269	6			
30 Dec. '60	22.5	—	—	—	—	Montgomery and West Point.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 July '64	23.8	—	—	1.9	4	5	47	—	—	—	—	—	316,299	86,483	—	307,060	95,000	731	—	23.8	53,325	89,470	46,020	7		
11 Jan. '65	122.4	17.0	75.1	20	28	287	—	—	—	—	—	—	3,902,366	302,511	—	2,037,940	1,926,740	122.4	317,844	517,908	134,509	—				
31 Aug. '65	61.6	13.6	66.2	22	37	321	—	—	—	—	—	—	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	452,238	1,459,711	413,528	12	175	
31 Dec. '64	74.0	—	8.9	10	12	261	—	—	—	—	—	—	2,439,775	—	347,819	2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—		
31 Dec. '64	57.0	—	1.3	8	11	184	—	—	—	—	—	—	1,464,127	—	—	1,100,000	300,000	29,149	—	62.0	145,655	360,167	140,391	16		
31 Feb. '65	60.0	—	2.6	8	10	30	—	—	—	—	—	—	1,454,049	—	—	735,535	766,000	—	—	62.0	161,182	274,887	loss.	—		
31 Nov. '64	84.8	5.8	9.3	3	2	—	—	—	—	—	—	—	2,336,485	41,560	—	1,010,000	650,000	—	—	—	49,663	197,387	85,946	34		
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	—	—	—	—	—	861,135	—	10,607	700,000	132,814	18,742	862	202,567	306,766	53,204	8	85		
31 Mar. '66	61.3	1.0	63.8	34	77	412	—	—	—	—	—	—	4,655,302	970,220	855,456	5,000,600	2,000,000	140,785	8,081,181	117.4	629,209	1,982,213	549,834	9	114	
31 Nov. '65	59.4	7.0	8.2	18	17	392	—	—	—	—	—	—	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,306	9	107	
31 Oct. '60	84.3	—	10.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Oct. '62	16.2	—	—	—	—	Delaware.	—	—	—	—	—	—	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—		
31 Apr. '60	60	32	—	3.0	13.0	1	6	—	—	—	—	—	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	—	7,857	3,535	—		
31 Apr. '62	59.9	—	5.0	—	—	Florida and Alabama.	—	—	—	—	—	—	—	—	—	—	—	—	53.0	168,988	95,612	—	—			
31 Dec. '62	100.0	3.9	10.0	163.5	—	Fla., Atlantic and Gulf Central.	—	—	—	—	—	—	—	—	—	—	—	—	29.4	—	—	—	—			
31 Jun. '67	86.7	—	—	16	6	85	Atlanta and West Point.	—	—	—	—	—	1,200,079	*	96,462	1,232,200	86,500	22,721	1,296,541	86.7	—	415,411	54,648	4	—	
31 Dec. '62	92.6	—	8.7	70.9	—	Atlanta and Gulf—M. Trunk.	—	—	—	—	—	—	—	—	—	733,700	129,500	—	30.0	—	—	—	—			
31 Apr. '60	63.0	—	—	—	—	Augusta and Savannah.	—	—	—	—	—	—	1,032,200	—	—	151,887	—	—	53.0	168,988	95,612	—	—			
31 May. '68	43.5	—	—	23.7	—	Brunswick and Florida.	—	—	—	—	—	—	755,000	—	—	4,386,800	—	—	81.0	—	—	—	—			
31 Mar. '60	191.0	—	—	53	62	697	Central of Georgia (and Bank).	—	—	—	—	—	4,336,800	—	—	4,156,000	312,500	—	6,590,173	229.0	879,468	1,715,025	764,574	10		
31 Nov. '60	102.5	—	—	19	16	171	Georgia (and Bank).	—	—	—	—	—	4,156,000	—	—	1,003,650	312,500	—	8,122,343	222.0	1,169,188	528,043	8	100		
31 July '59	50.0	—	—	7	2	107	Macon and Western.	—	—	—	—	—	1,500,000	—	—	1,209,600	312,500	—	1,026,888	50.0	—	202,714	110,516	8	72	
1 May '58	68.1	—	—	3	4	33	Savannah, Albany and Gulf.	—	—	—	—	—	1,586,634	—	—	1,257,901	10,200	180,621	1,473,140	71.6	—	—	—	—		
31 July '60	108.1	100.8	16.2	18	22	291	South Western.	—	—	—	—	—	3,770,425	—	—	2,921,900	396,500	19,913	3,822,913	28.8	—	388,853	13	—		
31 Sep. '59	138.0	—	—	52	24	705	Western and Atlantic.	—	—	—	—	—	5,901,497	—	—	—	—	—	—	—	832,343	454,541	—	—		
31 Dec. '65	250.0	—	—	66	32	1,098	Chicago and Alton.	—	—	—	—	—	8,308,919	—	—	1,699,305	4,208,600	4,019,000	480,226	10,008,224	280.0	1,450,280	3,840,092	1,833,517	81	105
30 Apr. '66	817.0	83.0	47.0	111	54	2,142	Chic., Burlington and Quincy.	—	—	—	—	—	12,777,552	2,370,210	—	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,438	31	135
31 May. '65	242.0	—	—	154	93	145	Chicago and Northwestern.	—	—	—	—	—	2,356,600	—	—	225,651	12,020,483	825,398	—	39,680,452	930.0	6,820,750	1,802,272	36	—	
31 Dec. '65	181.8	—	—	23	19	313	Central of Georgia (and Bank).	—	—	—	—	—	8,050,132	—	—	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,551	3,154,236	1,442,781	10	108
31 May. '65	174.5	5.5	—	21	22	504	Great Western.	—	—	—	—	—	4,039,691	—	—	1,484,561	2,550,000	—	—	4,214,342	180.0	—	377,474	—	—	
31 Dec. '65	654.5	25.2	—	148	76	337	Illinoian Central.	—	—	—	—	—	30,529,844	—	—	23,374,406	13,251,300	—	—	40,668,060	708.3	3,507,466	7,181,205	1,714,924	10	122
31 Dec. '65	118.0	14.5	—	112	15	234	Toledo, Peoria & Warsaw.	—	—	—	—	—	4,353,624	525,000	92,307	3,104,654	1,600,000	114,982	4,970,931	111.0	224,563	580,333	250,186	—	—	
31 Dec. '65	154.0	14.2	—	46	30	1,092	St. Louis, Alton & Terre Haute.	—	—	—	—	—	10,700,000	—	—	4,000,000	6,700,000	—	—	10,700,000	209.0	—	2,240,744	488,568	674	—
31 Aug. '65	224.0	—	—	41	23	765	Chicago and Great Eastern.	—	—	—	—	—	—	—	—	4,390,000	5,600,000	—	—	—	—	—	—	—	464	—
31 Aug. '65	132.0	—	—	14	10	187	Evansville and Crawfordsville.	—	—	—	—	—	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,728,187	224.0	246,145	559,128	246,720	—	—	
31 Dec. '62	72.4	—	—	19	17	266	Indiana Central.	—	—	—	—	—	1,667,039	274,081	26,641	61,050	1,254,500	156,000	2,102,761	103.0	—	442,896	158,541	—	—	
31 Dec. '65	80.8	20.2	—	23	19	313	Indianapolis and Cincinnati.	—	—	—	—	—	2,497,952	540,043	25,859	1,889,900	1,362,284	140,639	3,458,108	110.0	—	448,856	230,834	9	75	
31 Dec. '64	84.0	—	—	15	—	—	Ind., Pittsburgh and Cleveland.	—	—	—	—	—	2,725,556	—	240,522	1,872,000	997,000	—	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	15	14	201	Jeffersonville.	—	—	—	—	—	1,549,518	—	278,334	1,015,907	621,000	—	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
31 Mar. '64	86.0	46.0	3.0	17	10	265	Indianapolis and Madison.	—	—	—	—	—	1,644,347	—	—	819,900	640,000	—	—	2,175,223	108.0	312,859	527,863	286,156	—	—
31 Dec. '65	288.0	—	—	26	23	564	Louisville, N. Albany & Chicago.	—	—	—	—	—	6,000,000	—	—	2,800,000	3,000,000	2,000,000	—	3,151,788	132.0	—	315,172	117,941	6	100
31 Aug. '65	176.5	—	—	176.5	—	—	Burlington and Missouri.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '64	220.0	—	—	11	7	187	Des Moines & Minnesota.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Jun. '65	38.5	—	—	101.3	4	4	Keokuk, Ft. Des Moines & Minn.	—	—	—	—	—</td														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "Running dots (---) signify "not ascertained." Land-Grant Railroads are in "Italics."

Year ending.	Railroad.										Equipment.										Abstract of Balance Sheet.										Earnings.										
	Main Line.			Lateral and Branch Lines.		2nd Track and Sidings.		Road in progress or projected.			Cars.		Engines.			Passenger.		Freight, etc.		Companies.			Property and Assets.			Liabilities.			Balance Total, incl. all other assets and liabilities.			Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Dividends		Price of shares.	
	M.	M.	M.	M.	M.	M.	M.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.								
30 Nov. '62	55.0	—	—	6	4	74	Androscoggin	1,060,000	*	—	151,833	444,638	205,584	757,381	63.5	76,844	79,751	45,461	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
30 Jun. '63	149.0	—	25.0	41	17	349	Atlantic and St. Lawrence	6,788,205	867,724	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by Gd. Tr.	630,616	97,709	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	46							
31 Dec. '63	63.0	9.5	8.0	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,616	97,709	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	140							
31 May. '65	99.7	9.5	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,000	2,723,800	1:0,597	3,041,457	109.2	171,568	489,592	219,302	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	160							
31 May. '65	51.3	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,600,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	160	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
30 Sep. '68	279.6	7.2	—	225	100	3,000	Baltimore and Ohio	21,823,238	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	266.8	2,928,010	6,509,946	4,544,007	3	114	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
30 Sep. '68	30.0	—	—	7	33	187	Washington Branch	1,650,000	—	—	1,650,000	—	—	2,379,841	58.0	—	703,128	423,880	48	127	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 Dec. '65	138.0	4.0	25.0	60	65	3,498	Northern Central	9,247,136	1,104,744	1,662,961	1,618,960	5,211,244	1,639,750	12,044,215	313,160	1,642,015	3,315,610	1,525,763	8	160	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
20 Nov. '65	84.9	14.0	6.8	12	6	37	Boston, Hartford & Erie	9,250,112	333,206	6,548,837	11,775,500	7,581,900	71,887	19,429,287	24.0	95,003	110,047	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5								
30 Nov. '65	26.7	1.8	18.8	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	43,213	752,605	172,232	6	107	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
31 May. '65	7.3	8.8	50.4	37	80	744	Boston and Maine	3,985,244	446,557	973,450	4,076,974	—	—	328,388	5,386,274	164.3	747,272	1,621,159	303,812	9	151	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
30 Nov. '65	47.0	7.0	32.5	28	39	309	Boston and Providence	3,292,600	207,400	—	3,000,000	21,500	—	4,218,927	61.8	450,066	1,221,104	369,332	10	140	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
30 Nov. '65	44.6	24.0	60.8	32	69	309	Boston and Worcester	4,062,884	437,416	1,413,750	4,500,000	—	—	765,740	9,195,735	83.6	663,234	1,693,163	337,067	10	140	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
30 Nov. '65	46.0	1.1	2.7	7	16	41	Cape Cod Branch (par 60)	907,700	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,636	63	63	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
30 Nov. '65	50.0	2.4	6.8	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,210	52.4	221,748	533,103	175,404	6	108	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
30 Nov. '65	44.1	30.6	27.5	32	60	544	Eastern	4,252,996	362,955	752,874	3,155,000	1,798,600	414,208	5,568,837	89.0	62,202	1,277,075	49,768	6	108	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
30 Nov. '65	51.0	42.5	75.8	27	26	664	Fitchburg	3,189,861	360,149	410,961	3,549,000	—	6,507	5,950,961	63.4	457,261	993,694	314,256	8	116	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
30 Nov. '65	14.0	—	2.8	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	87,100	66,390	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—								
30 Nov. '65	12.4	—	2.3	4	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	367,372	Oper. by Boston & Lowell	6	104	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
30 Nov. '65	14.5	—	17.2	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	91,748	81,942	185,647	300,954	61,227	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
30 Nov. '65	20.1	1.2	1.2	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	185,500	65,500	65,500	36,7	70,108	261,745	51,118	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—								
31 May. '66	98.5	8.8	27.5	32	56	379	Old Colony and Newport	4,438,317	*	2,609,822	4,819,760	551,600	1,467,341	7,043,139	145.0	—	1,295,643	624,648	8	104	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
30 Nov. '65	18.6	—	0.7	1	3	—	Pittsfield and North Adams	4,432,430	11,247	—	500,000	—	450,000	15.6	40,640	102,931	31,521	3	105	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
30 Nov. '65	43.4	1.0	14.9	14	14	462	Providence and Worcester	1,401,056	209,058	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,986	140,129	8	124	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
30 Nov. '65	16.9	—	1.7	3	4	17	Salem and Lowell	382,470	81,543	—	243,305	226,900	522	470,727	Oper. by B. & L. Co.	17.7	49,555	229,724	24,454	8	116	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
30 Nov. '65	11.1	0.6	1.1	3	10	76	Taunton Branch	250,000	—	—	250,000	—	—	821,186	11.7	49,555	229,724	24,454	8	116	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
30 Nov. '65	6.1	—	—	—	—	36.5	Troy and Greenfield	3,240,079	225,660	169,938	2,860,000	568,956	—	3,635,667	77.3	151,327	390,086	122,397	2	48	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
30 Nov. '65	59.0	8.0	—	18	16	246	Cheeshire	2,703,488	—	—	2,056,925	2,056,925	—	2,765,426	53.6	382,552	539,743	155,896	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—								
31 Mar. '64	24.5	—	—	21	22	44	Concord (par 50)	1,500,000	*	—	1,500,000	—	—	1,600,000	61.8	—	821,985	150,049	8	66	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
31 Mar. '64	29.3	—	2.8	2	4	80	Merrimac and Conn. Rivers	698,268	*	595,588	568,000	—	740,266	3,068,400	151,400	254,341	3,808,696	82.0	387,789	615,725	215,973	9	106	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Mar. '64	69.2	13.0	12.5	23	12	458																																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies in "Running dots (----) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.										Equipment.										Abstract of Balance Sheet.										Earnings.					
	Main Line.		Lateral and Branch Lines		2nd Track and Sidings.		Road in progress or projected.		Cars.		Engines.		Passenger.		Freight, etc.		Property and Assets.		Liabilities.		Total, incl. all other assets and liabilities.		Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Dividends.		Price of shares.					
		M.	M.	M.	M.	M.	No.	No.	No.	No.	M.	M.	M.	M.	No.	No.	Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Bonded and Mortgage Debt.	Other Liabilities.	M.	M.	M.	M.	Gross.	Net.	p. c.	Price of shares.							
Companies.																																				
PENNSYLVANIA.																																				
31 Jan. '66	44.0	—	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	298,513	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	—	—	—	—	—	—	—	—	—								
31 Dec. '65	387.0	103.0	117.0	132	96	3,059	Atlantic and Great Western	46,006,475	—	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,847,709	5,811,238	2,125,200	—	—	—	—	—	—	—	—	—	—								
31 Oct. '66	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	—	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,233	149,587	—	39	—	—	—	—	—	—	—	—	—						
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	—	519,459	1,316,900	470,500	51,467	2,102,396	74.0	150,698	4	140,779	8	83	—	—	—	—	—	—	—	—	—						
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del. Lackawanna and West'n	7,583,706	2,663,113	—	10,247,050	3,491,500	742,585,14,451,155	294.5	1,437,553	1,783,320	38,671	15	160	—	—	—	—	—	—	—	—	—	—						
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	2,620,000	—	—	1,000,000	1,620,000	Leased to North. Cen.	2,322,872	580,973	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
31 Dec. '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	700,000	—	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	30	—	—	—	—	—	—	—	—	—	—					
31 Oct. '65	18.5	—	8.0	—	—	—	—	Eric and Northeast	1,636,521	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—	—	—	—	—	—	—	—	—	—						
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Eric and Pittsburg	1,882,550	—	1,182,550	700,000	—	1,882,550	64.0	oper. by Penn.	1,882,550	1,182,550	700,000	—	—	—	—	—	—	—	—	—	—	—						
31 Oct. '65	38.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,616,459	41,341	1,803,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	—	—	—	—	—	—	—	—	—	—							
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	—	685,150	1,436,082	389,318	2,510,530	68.5	173,778	352,213	78,702	—	16	—	—	—	—	—	—	—	—	—	—						
31 Oct. '65	80.0	2.0	34.5	—	—	—	—	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	638,015	60,201	—	—	—	—	—	—	—	—	—	—	—						
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,550	87.5	647,090	3,049,860	1,861,630	10	65	—	—	—	—	—	—	—	—	—	—					
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,285	—	646,100	906,000	73,555	3,624,655	oper. by Reading R. R.	3,624,655	1,466,285	906,000	—	—	—	—	—	—	—	—	—	—	—							
31 Oct. '65	130.5	—	63.3	—	31	—	—	Mine Hill and Schuylk. Haven	3,708,200	—	3,708,200	—	—	3,708,200	—	—	3,708,200	—	—	—	—	—	—	—	—	—	—	—	—							
31 Oct. '65	64.2	13.9	23	—	688	—	—	North Pennsylvania	1,617,164	665,004	193,031	3,155,785	218,886	5,629,199	68.5	318,861	375,064	412,585	41	—	—	—	—	—	—	—	—	—	—	—						
31 Dec. '65	554.8	33.2	45.0	—	299	173	4,262	Pennsylvania	28,434,610	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	820.0	5,846,778	17,459,169	18,189,111	10	57	—	—	—	—	—	—	—	—	—	—	—				
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., German't & Norristown	1,139,079	268,489	—	1,476,300	183,000	—	1,656,300	24.0	1,131,691	656,739	336,376	8	60	—	—	—	—	—	—	—	—	—	—	—				
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila., and (Sunbury) Erie	17,692,766	—	5,069,450	13,000,000	2,000	18,071,450	oper. by Pe. R. Co.	1,020,450	—	—	—	—	—	—	—	—	—	—	—	—	—							
30 Nov. '65	98.0	59.5	233.8	—	254	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,061,353	20,240,673	6,900,683	—	30,608,075	471.3	3,688,309	11,142,519	4,812,271	10	57	—	—	—	—	—	—	—	—	—	—	—				
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,836,386	—	246,695	299,200	200,000	1,992,200	200,000	1,199,200	22.0	177,433	1,020,450	345,891	126	—	—	—	—	—	—	—	—	—	—	—				
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	9,873,300	516,000	452,896	10,669,742	197.0	931,465	3,884,600	1,046,804	10	5	—	—	—	—	—	—	—	—	—	—	—				
31 Oct. '65	69.5	11.4	82.5	—	84	—	—	Pittsburg and Connellsville	2,831,664	195,820	—	1,774,773	1,500,000	1,507,620	26,545,695	483.3	4,623,073	8,489,062	3,235,547	10	104	—	—	—	—	—	—	—	—	—	—	—				
31 Dec. '65	488.3	15.0	128.0	—	189	119	2,237	Pittabg., Ft. Wayne & Chicago	23,188,381	—	3,362,312	—	—	500,000	791,597	Leased to North. Oen.	144,006	316,498	116,006	4	40	—	—	—	—	—	—	—	—	—	—	—				
31 Dec. '65	28.0	—	8.2	—	—	—	—	Shamokin Valley & Pottsville	1,178,723	112,824	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	148,557	—	684,036	982,300	130,840	1,777,176	26.4	138,578	341,240	200,598	—	—	—	—	—	—	—	—	—	—	—	—					
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	710,092	30.6	112,409	303,223	128,826	4	45	—	—	—	—	—	—	—	—	—	—	—				
31 Aug. '64	50.0	—	2.0	—	16	16	103	RHODE ISLAND.	2,158,000	—	—	1,508,000	250,000	—	—	—	62.0	321,000	557,587	254,508	12	112	—	—	—	—	—	—	—	—	—	—	—			
SOUTH CAROLINA.																																				
31 Dec. '58	54.9	—	—	47.4	4	8	21	Charleston and Savannah	801,615	34,372	250,000	706,386	195,266	197,905	1,099,636	51.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Dec. '58	109.6	—	—	13	9	176	—	Charlotte and South Carolina.	1,719,045	—	—	1,201,000	384,000	—	—	109.6	—	—	283,268	151,536	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1 Jan. '59	142.2	21.3	—	—	—	—	—	Greenville and Columbia	2,429,769	324,161	—	1,429,000	1,145,000	345,546	—	164.5	—	—	341,190	126,871																

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 12.

Th 6. F.7. Sat.8 M.10. Tu.11. W.12

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	—	—	—	—	—
U. S. 5s, 1871, coup.	—	—	—	—	—
U. S. 5s, 1874, reg.	—	—	—	—	—
U. S. 5s, 1874, coup.	100	99 $\frac{1}{2}$	—	—	—
U. S. 5s, 1865, coup.	—	—	—	—	—
U. S. 5s, 10-40s, coup.	98 $\frac{1}{2}$	98	98 $\frac{1}{2}$	—	98 $\frac{1}{2}$
U. S. 5s, 10-40s, reg.	99	—	98 $\frac{1}{2}$	—	98 $\frac{1}{2}$
U. S. 6s, 1881, reg.	—	111 $\frac{1}{2}$	—	111 $\frac{1}{2}$	—
U. S. 6s, 1881, cou.	111 $\frac{1}{2}$	111 $\frac{1}{2}$	—	110 $\frac{1}{2}$	—
U. S. 6s, '81, O. W. L. Y.	—	—	—	—	—
U. S. 6s, 1881, " 14	—	—	—	—	—
U. S. 6s, 1867, reg.	—	130	131	130	—
U. S. 6s, 1865, reg.	—	—	126	127	—
U. S. 6s, 1868, coup.	—	—	—	—	—
U. S. 6s, 5-20s, c. 1862-111s	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111	111 $\frac{1}{2}$	111 $\frac{1}{2}$
U. S. 6s, 5-20s, c. 1864,	—	108 $\frac{1}{2}$	—	—	—
U. S. 6s, 5-20s, c. 1865-108 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$	—
U. S. 6s, " reg.	109	108 $\frac{1}{2}$	—	108 $\frac{1}{2}$	—
7-30 Notes, 1st series, 106 $\frac{1}{2}$	106 $\frac{1}{2}$	106	106	106 $\frac{1}{2}$	—
" " 2d series, 105 $\frac{1}{2}$	105 $\frac{1}{2}$	105 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$	—
" " 3d series, 106 $\frac{1}{2}$	105 $\frac{1}{2}$	105 $\frac{1}{2}$	105 $\frac{1}{2}$	106 $\frac{1}{2}$	—
American Gold.	—	146 $\frac{1}{2}$	146 $\frac{1}{2}$	146 $\frac{1}{2}$	146 $\frac{1}{2}$

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 11.

W.5 Th 6 F.7. Sat.8 M.10. Tu.11

Cattawissa	—	—	—	—	—
" preferred	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23	23 $\frac{1}{2}$	23 $\frac{1}{2}$
Vanden & Amboy	129 $\frac{1}{2}$	129 $\frac{1}{2}$	—	—	127 $\frac{1}{2}$
" " 6s '67	—	—	—	—	—
" " 6s '70	—	—	—	—	—
" " 6s '75	—	—	—	—	—
" " 6s '83	52	—	92	92	—
" " 6s '89	—	—	—	—	—
" mort. 6s '89	—	—	—	—	—
Ches. & Del. Canal	—	—	—	—	—
Del. Div. Canal	57	57	56 $\frac{1}{2}$	—	—
Kimura & W'nsport	—	—	—	—	—
" " prof.	—	—	—	—	—
" " 7s	—	—	—	—	—
Lehigh Navigation	60	60	59 $\frac{1}{2}$	59 $\frac{1}{2}$	58
" " 6s '84	92	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92	—
Lehigh Valley R. R.	65	65	65	—	65
" " 6s	—	—	—	—	—
Little Schuylkill R. R.	—	—	38	37 $\frac{1}{2}$	27 $\frac{1}{2}$
" " 7s	—	—	—	—	—
Long Island	—	—	—	—	—
" " 6s	—	—	—	—	—
Minehill	58 $\frac{1}{2}$	—	—	—	—
Morris Canal	85	—	—	—	—
" " pref.	—	—	—	—	—
" " 6s '76	62	—	—	—	—
North Pennsylvania	—	—	40 $\frac{1}{2}$	—	—
" " 6s	—	—	—	—	—
" " 10s	—	—	120	—	—
Northern Central	—	—	—	46 $\frac{1}{2}$	—
Pennsylvania R. R.	57 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$
" 1st m.	—	—	—	101	—
" 2d m.	—	—	—	—	—
Penn. State, 5s	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$
" " 5s, coupon	—	—	—	—	—
" " 6s, W. L.	102	—	—	—	—
Philadelphia City	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$
" " new	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$
" " mun.	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$
Philad. Germ. & Nor.	60 $\frac{1}{2}$	—	—	—	—
Philad. & Reading	56 $\frac{1}{2}$	56 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$
" " 6s '86	—	—	—	—	—
" " 6s '70	—	—	—	—	—
Philadelphia & Erie	33 $\frac{1}{2}$	33 $\frac{1}{2}$	33 $\frac{1}{2}$	33 $\frac{1}{2}$	33 $\frac{1}{2}$
" " 6s	—	—	—	—	—
Philad. & Sunbury	—	—	—	—	—
Schuylkill Navigation	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$
" " pref.	33 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	37 $\frac{1}{2}$	36 $\frac{1}{2}$
" " 6s '82	85	86	—	85	—
" " 6s '76	—	—	—	—	—
" " 6s '72	—	—	—	—	—
Susq. Canal	12 $\frac{1}{2}$	13 $\frac{1}{2}$	—	13 $\frac{1}{2}$	—
" " 6s '78	—	—	—	—	—
Union Canal	—	—	—	23 $\frac{1}{2}$	—
West Br. Canal	6s '78	—	—	—	—
Wyoming Valley Canal	—	—	—	—	—
" " bonds	—	—	—	—	—
Hestonville, (Horse)	18 $\frac{1}{2}$	18 $\frac{1}{2}$	18 $\frac{1}{2}$	18 $\frac{1}{2}$	18 $\frac{1}{2}$
Chestnut & Wal.	54	55	—	53 $\frac{1}{2}$	—
Green & Coates	—	—	30	—	—
2d and 3d streets	—	—	105	—	88
Spruce & Pine	—	—	—	—	—

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 11.

W.5 Th 6 F.7. Sat.8 M.10. Tu.11

Baltimore City 6s, 1875-99 $\frac{1}{2}$	100	—	100	—	—
" 1886	—	—	—	99	—
" 1870	—	—	—	—	—
" 1890	—	—	100 $\frac{1}{2}$	—	—
Balt. and Ohio	114	—	114	—	—
" b'ds '82	—	—	—	—	—
" " 67	—	—	—	—	—
" " 75	—	—	—	—	—
" " 80	—	—	—	—	—
" " 85-99	—	—	—	99 $\frac{1}{2}$	—
Northern Central	—	b'ds '86-90	89	—	—
" " 92	—	—	—	—	—
City Passenger R. R.	—	—	—	—	—

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 12.

Th. 6. F.7. Sat.8 M.10. Tu.11. W.12

Boston and Lowell	107 $\frac{1}{2}$	—	107 $\frac{1}{2}$	—	107
Boston and Maine	131	130 $\frac{1}{2}$	131	—	—
Boston and Providence	—	140	—	—	—
Boston and Worcester	—	—	140	140	—
Cheshire, pref.	58	58	58	58	58
Concord	—	—	—	—	—
Connecticut River	—	—	—	105	—
Eastern, Mass.	—	108	—	107 $\frac{1}{2}$	—
Eastern, N. H.	—	—	—	—	—
Fitchburg	—	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116	116
Manchester & Lawrence	—	110 $\frac{1}{2}$	—	—	—
Michigan Central	—	—	—	—	—
Northern, N. H.	105	104	106	106	—
Old Colony & Newport	104	—	104	104	—
Ph. Wil. & Baltimore	—	56	—	55 $\frac{1}{2}$	—
Portl'd, Sac & Ports.	109 $\frac{1}{2}$	—	100 $\frac{1}{2}$	—	—
Vermont & Canada	—	102 $\frac{1}{2}$	102	102 $\frac{1}{2}$	—
Vermont & Mass.	49 $\frac{1}{2}$	49 $\frac{1}{2}$	49 $\frac{1}{2}$	49 $\frac{1}{2}$	—
Western	—	140	139 $\frac{1}{2}$	139	139 $\frac{1}{2}$
Broadway (Horse)	—	—	—	—	—
Cambridge	—	—	—	—	—
Metropolitan	—	—	—	54 $\frac{1}{2}$	53
Middlesex	—	—	—	47	—
Central Mining Co.	—	—	—	—	—
Copper Falls	37	37 $\frac{1}{2}$	44 $\frac{1}{2}$	47 $\frac{1}{2}$	—
Franklin	48	47	55	53	—
Huron	40	45	48	45	—
Isle Royale	—	11 $\frac{1}{2}$	—	—	134
National	—	—	14	18	18
Minnesota	12 $\frac{1}{2}$	14 $\frac{1}{2}$	15	16 $\frac{1}{2}$	16 $\frac{1}{2}$
Pewable	25	33	36	36	36
Pittsburg	50	50	51	—	53
Quincy	47	50	52	54 $\frac{1}{2}$	—
Rockland	8	8 $\frac{1}{2}$	9 $\frac{1}{2}$	10 $\frac{1}{2}$	9 $\frac{1}{2}$

London Stock Exchange.

The following were the closing prices for American Securities on the 31st of August.

United States 5-20 yrs, 1882, 6 per cent	73	73 $\frac{1}{2}$
Virginia State, 5 per cent	49	51
Do, 6 per cent	44	48
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	66	68
Do, do, 2d mort., 1881	63	70
Do, Pennsylvania, 1st mort., 1877	68	72
Do, do, 2d mort., 1882	66	68
Do, consolidated mortgage bonds, 1890	46	48
Erie shares, \$100 (all paid), 8 p. c.	45 $\frac{1}{2}$	46 $\frac{1}{2}$
Do, convertible bonds, 6 p. c.	69	71
Illinois Central 6 per cent, 1875	81	83
Do, 7 per cent, 1875	66	68
Do, \$100 shares (all paid)	79 $\frac{1}{2}$	80 $\frac{1}{2}$
Marietta and Cincinnati R. R. bonds, 7 p. c.	68	70
New York Central, \$100 shares	60	63
Panama Railroad, 2d mort., 1872, 7 p. c.	100	102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80	82
Do, \$50 shares	32	36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	—	—
Do, with option to be paid in Philadelphia	—	—

American Railroad Journal.

Saturday, September 15, 1866.

Stock Exchange and Money Market.

the debt was reduced nearly ninety-one millions, and the coin interest-bearing debt increased about thirty-four millions during the past month. The liquidation of the temporary loan, which ceased to bear interest on the 26th ult., continues; yet the cash reserve in the Treasury, to-day, is heavier than on the 1st inst., and the tendency is to further accumulation, from the liberal excise and customs revenues of the Government. Confidence is freely expressed that the Secretary will bring the net indebtedness of the country within the limits of \$2,400,000,000 by the close of the current year, to be represented by \$2,000,000,000 of an interest-bearing debt, and \$400,000,000 of a legal tender circulation.

The city banks, last week, added \$3,542,061 to their loans, \$1,074,310 to their specie reserve, and \$698,454 to their circulation, while losing \$2,428, 554 of the legal tender reserve, and \$83,291 of their deposits. Their deposits are now \$225,107,991. Their legal tender reserve amounts to \$90,194,254. Their circulation now stands at \$28,506,288, and their loans are up to the enormous sum of \$268,941,668, or nearly fifty-five millions higher than at this time last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$98,567,189 a day, against a daily average of \$97,644,608 the preceding week; and \$102,991,220 the week ending with Aug. 25th. The current week's exchanges average near \$100,000,000 a day.

The U. S. Sub-Treasury receipts, week ending with Sept. 8, were \$19,089,718, including \$3,222,266 from customs duties; payments, \$16,820,266; balance at the close of the week, \$84,563,995, against \$82,291,543 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, \$10,382,435, and payments, \$9,296,287; Tuesday, receipts, \$2,762,511, and payments, \$1,001,330. The balance at the close of business on Tuesday stood at \$87,411,321, against \$81,253,064 a week ago.

Government revenues were very heavy, last week. The excises, yielded the enormous sum of \$10,302,029; customs at the port of New York, \$3,222,266, and at the outports, at least, \$1,250,000 more, making the grand total income for the week equal to about \$16,788,000 in currency, against disbursements of only \$3,145,069 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been \$81,305,815. Thus far, in the current fiscal year, the receipts from this source have averaged about \$8,000,000 a week, or equal to a yearly aggregate of \$416,000,000.

National Bank notes to the amount of \$1,266,025, were issued last week, making the total issue to 1,658 banks thus far \$291,179,845. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$331,910,700, and as security for public deposits, \$38,565,000, making a total of \$370,475,700.

There have been no very noteworthy fluctuations in gold, since our last. The extremes have been 147½ on Saturday under some heavy purchases for speculative account, and 145½ on Tuesday, under liberal arrivals of specie from California and Europe. The California steamer

Henry Chauncy delivered on Sunday \$1,679,030 in treasure at this port. The City of Boston from Liverpool also arrived here on Sunday with \$250,000, the Hermann on Monday with \$310,000. Another arrival at Boston by the China amounted to \$765,000. The Pereire from Havre reached this port on Wednesday, with a treasure freight of 5,826,000 francs, or equal to about \$1,125,200; making the imports of specie from Europe, for the week, here and at Boston, \$2,450,200. The shipment of gold from Liverpool by the Java on Saturday last is now telegraphed as \$1,450,000, in place of \$1,000,000, as reported that day. On Wednesday, gold opened at 145½, advanced to 146½, fell to 145½, and closed tamely, but steady at 146. Loans of gold were made on that day at from 1-16th per cent. a day to "flat." The speculation for a rise lacks vigor, and is only kept up by the enormous customs demand, which materially lessens the supply of "cash gold," and helps the bull interest. The customs demand last week, averaged \$537,044 a day; thus far, this week, it has been equal to \$410,000 a day. The total receipts of California gold at this port since Jan. 1, were \$30,397,184, against \$12,639,270 same time last year, showing an increase, in 1866, of \$17,757,914. The exports of specie from this port, last week, were only \$157,062, making the total outflow of specie from the port, since Jan. 1, \$53,652,614, against \$20,825,756 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the September coin interest, on the public debt, chiefly on the Ten-Forty Loan, \$1,935,108, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, \$31,352,165, against \$25,088,844 same time last year.

Government securities have been in less urgent demand for home investment and export purposes, since our last, and there has been a temporary yielding in prices; the market closing, however, with more firmness, as the offerings are light at the going rates, despite the unfavorable reports from London. U. S. Sixes of 1881 closed 111½; U. S. Five-twentieths of 1882 at 110½; U. S. Five-twentieths of 1865 at 108½, U. S. Ten-forties at 98, ex-Sept. coupon, and U. S. Seven-thirties at 105½@106. The brokers are buying the compound-interest notes at the following rates, and selling at an advance of 1/4@1/2 of 1 per cent. on these figures:

June, 1864.....	115½	May, 1865.....	110½
July, 1864.....	115	August, 1865....	109
August, 1864....	114½	September, 1865....	108½
October, 1864....	113½	October, 1865....	108
December, 1864....	112½		

There has been a slight improvement in foreign exchange, since our last, resulting from an increased demand for prime bills, which have been rather less freely offered. Bankers' sixty day bills on London are now quoted 106@106½, and on Paris to 5.35@5.30; sight bills on London to 107@107½; and on Paris to 5.30@5.27½. The depression in gold helped the market somewhat. Government has been a purchaser of exchange, for the diplomatic service. The exports of current produce are liberal and adding to the supply of bills. The week's exports of domestic produce and miscellaneous goods have been to the currency value of \$3,042,586, against \$2,323,660 same week last year. The exports since January 1, have been to the value of \$137,168,392

or nearly twenty-nine million dollars in excess of the exports, same time last year.

Railway and miscellaneous property has been more freely dealt in. Prices were depressed early in the week by the bear influence on the market; but there has been a decided rally within a day or two, and the indications are of an early and vigorous upward movement, as much of the really desirable share interests are passing rapidly into the hands of strong *bull* cliques, and will doubtless be energetically manipulated by them.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 29.	Sept. 5.	Sept. 11.
Consols.....	—@89½	89½	89½
U. S. 5-20's.....	—@72½	73	71½
5-10's.....	—@45½	46½	44½
Ill. Central.....	—@78½	79	78½

Telegraphic advices from California report the earnings of the Central Pacific Railroad Company for the month of August as high as \$111,770, (in gold,) which shows a marked increase in the business of the road, of which there are now 73 miles in working order. The working portion of the road earned in May of this year, \$65,116; in June, \$67,430; in July, \$85,000; and in August, as above, \$111,770, all paid in coin. The demand for the First Mortgage Bonds of the road (interest and principal payable in New York, in coin) advertised by Messrs. Fisk & Hatch, elsewhere in this paper, has been quite active, during the past week. The bonds are evidently destined to become a favorite security. They have thirty years to run from date of issue, July 1, 1865. The bonds bear interest at the rate of six per cent. per annum in coin; payable semi-annually on the first days of January and July of each year, at the banking house of Messrs. FISK & HATCH, No. 5 Nassau street, who are the sole agents for the sale of the bonds, and who offer them at 95 per cent., and accrued interest from July 1st, in currency.

In general business, there has been a decided improvement since our last, with increased sales reported at generally firmer prices, in all the leading branches of trade, especially in breadstuffs, groceries, dry goods, boots and shoes, provisions, and cotton. Middlings close firmly at 33@36 cents per pound. The week's exports of cotton have been 6,987 bales from this port, and 9,850 bales from all the shipping ports, leaving an available supply of 80,000 bales here, and 210,000 bales at all the shipping ports. The total exports of cotton from the United States, year ending Sept. 1, 1866, were 1,583,000 bales. The total imports of foreign dry goods, last week, were \$3,136,719, and the total amount marketed \$3,719,066. The value of foreign merchandise imported last week, was \$2,754,152—making the grand total value of last week's imports of dry goods and merchandise, \$5,890,871, and since January 1, \$220,222,876, against \$121,860,443 same time last year. The freight market is very quiet, but steady, with 522 vessels of all classes in port.

The actual stock of cotton in this port, Sept. 1, was 68,408 bales, against 74,862 bales same time last year. Spinners took 379,720 bales from this port during the year ending 31st ult., against 275,636 bales last year, and 264,972 year before; or, say 7,302 bales per week this year, against 5,301 last year.

WEEKLY CONSUMPTION AT THE PORT.

	Bales.	Bales.	
1865-'66.....	7,302	1855-'56.....	3,578
1864-'65.....	5,301	1854-'55.....	4,062
1863-'64.....	5,095	1853-'54.....	3,082
1862-'63.....	3,425	1852-'53.....	3,484
1861-'62.....	2,449	1851-'52.....	3,724
1860-'61.....	4,109	1850-'51.....	2,636
1859-'60.....	4,633	1849-'50.....	3,066
1858-'59.....	4,290	1848-'49.....	3,040
1857-'58.....	3,773	1847-'48.....	3,070
1856-'57.....	4,443		

The New York exports, exclusive of specie, for the week ending Sept. 11, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week.....	\$2,323,660	\$3,042,586
Prev. reported.....	105,847,660	134,125,806

Since January 1..... \$108,171,320 \$137,168,392

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods.....	\$2,833,411	\$3,136,719
Gen. merchandise.....	1,875,558	2,754,152
Total for the week.....	\$4,708,969	\$5,890,871
Prev. reported.....	117,151,474	214,332,005

Since January 1..... \$121,860,443 \$220,222,876

The balance in the Sub-Treasury on Wednesday was \$88,529,789 33.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:-

New York.—New York State 6s, 1873, 98; do., 7s, Bounty Loan, 105½; Ohio 6s, 1870@1875, 98; Louisiana 6s, 100; Minnesota 8s, 101; Michigan 6s, 1878, 96; Norwich and Worcester, 107; Hannibal and St. Joseph R. R., 36¾; Ind. and Cin., 75; N. J. Central, 128; Chicago and Great Eastern, 46½; New York and New Haven, 114; Stonington, 112; Gt. Western R. R. 2d mort., 1893, 72½; Ohio and Mississippi 1st mort., 88; Morris and Essex 1st mort., 95½; Spruce Hill Coal, 4; Wilkesbarre Coal, 52; Central Coal, 52; American Coal, 60; Ashburton Coal, 18¾; Boston Water Power Co., 32; Cary Imp., 14; Rutland Marble, 27½; Mariposa pref., 30¾; Smith and Parmalee Gold, 10½; Manhattan Gas, 138; Western Union Tel., 59; Continental Bank, 103; Central Bank, 112; Market Bank, 112; Bank of Commerce, 116; 4th National Bank, 107; Ocean Bank, 102; Metropolitan Bank, 131; Am. Ex. Bank, 119; Shoe and Leather Bank, 111; Phoenix Bank, 105.

Philadelphia.—Pittsburg 5s, 75; New Jersey 6s, reg., 98¾; Warren and Franklin 7s, 81; Sunbury and Erie 7s, 99; Reading mort. 6s, 93; Schuylkill Nav. Boat Loan, 92; Union Passenger R. R., 42¾; 13th and 15th streets, 22; 10th and 11th streets, 68; Phila. and Darby, 12; Germantown, 27½; Camden and Amboy scrip, 42½; Lehigh Valley scrip, 53½; Chester Valley, 2½; Tremont 7s, 85; St. Nicholas Coal, 2¾; Big Mt., 5; Fulton Coal, 7½; Coal Ridge, 10; Lehigh Zinc, 45; Mechanics Bank, 32½; Consolidation Bank, 48; Farmers' and Mechanics' Bank, 132½; Philadelphia Bank, 147½; Manuf. Bank, 32; City Bank, 67; Union Bank, 65; Louisville Bank, 100; Penn Township Bank, 55; Ocean Oil, 43½; Maple Shade, 2½; Feeder Dam, ½; Dalzell, ¾. The latest quotations are: City 6s, 95½@95¾; do., new, 99¾@99¾; State 5s, 95½@96; do., coupon, 95¾@96½; do., 6s, W. L., 102½@102½; Phila.,

Wil. and Balt., 55½; Reading, 57½@57¾; do., 6s, 1870, 96@98; do., bonds, 92@94; do., con., 114@115; Camden and Amboy, 127@128; Penn. R. R., 56½@56½; do., 1st mort., 101@102; do., 2d mort., 99@100; Little Schuylkill R. R., 37¾@38; Morris Canal, 85½@87; do., pref., 120@123; do., bonds, 90@93; Wyoming Valley Canal, 65½@67½; do., 6s, 85@90; Susquehanna Canal, 13½@13½; do., 6s, 58@60; Sch. Nav., 28½@28½; do., pref., 36½@37½; do., 6s, 1882, 84½@85; Union Canal bonds, 23½@24½; Delaware Div. Canal, 56@57; do., bonds, 90@92; Elmira and Williamsport, 30@32; do., pref., 42@44; do., 7s, 1873, 97½@99; do., 5s, 65@75; Lehigh Coal and Navigation, 57@58; do., bonds, 1884, 92@92½; North Pennsylvania, 40½@41; do., 6s, 91½@92½; Philadelphia and Erie, 33½@33½; do., 6s, 94@95; Minehill, 57½@57¾; Catawissa, 32½@37; do., pref., 33½@33½; Lehigh Valley, 65@65½; do., bonds, 94@96; Fifth and Sixth streets, (horse,) 46@47; Second and Third, 88@90; West Philadelphia, 68½@71; Spruce and Pine, 37½@38½; Green and Coates, 30@33; Chestnut and Walnut, 53½@55; Thirteenth and Fifteenth, 21½@22; Girard College, 27½@30; Tenth and Eleventh, 63½@65; Union, 42½@42½; Hestonville, 18½@18½.

Boston.—Eastern R. R. 6s, 1874, 98½; Boston, Hartford and Erie ex-int., 37½; Boston and Lynn 6s, 1886, 90; Cheshire 6s, 1880, 92; Rutland and Burlington 1st mort., 100; 2d mort., 39½; Vermont Central 1st mort., 120; do., 2d mort., 35½; Boston and Lowell 6s, 96; Phila., Wil. and Balt., 6s, 1876, 98½; Ogdensburg 1st mort., 100½; do., 2d mort., 69½; Ogdensburg and Lake Champlain, 68; South Shore, 14; Vt. and Canada guar., 102½; Conn. and Pass. Riv. pref., 77½; Boston Water Power Co., 32; Cary Imp., 14; Essex, 97½; East Boston, 12½; Waverly Land, 3½; Adams Express Co., 101; Boston and Roxbury Mill, 48; Mammoth Vein Coal, 3½; North Mt. Coal, 3; Harleigh Coal, 65; Short Mt. Coal, 20½; Gilberton Coal, 24½; Baltic Gold, 65c.; Montezuma Gold, 1.95; Hope Gold, 1½; Wallace Gold, 30c.; Bullion Conso., 2.15; Peck Gold, 30c.; Caledonia Gold, 28c.; Quartz Hill Gold, 4½; Revenue Extension Silver, 5; Vermont Iron, 60c.; Cook Co., Ills., 7s, 1880, 97; St. Louis 6s, 1886, 86; Boston 5s, 99¾; do., 6s, 1877, 101½; Chicago 7s, sewerage, 99¾; do., municipal 1881, 100½; Portland 6s, 1870, 98½; Maine 5s, 1864, 100; do., 6s, 1893, 99; Massachusetts 5s, 1883@1893, gold, 100; Rhode Island 6s, 1882, 99; Indian Spring Oil, 20c.; Massachusetts and Oil Creek, 45; Pepper Well Pet., 1.50; Central, 2.50; Pittsburg and Boston, 15c.; Crescent, 30c.; New England, 10c.; Boston Pet., 15c.; Everett, 5c.; Webster Bank, 114; Tremont Bank, 123½; Atlas Bank, 115; State Bank, 112; Old Boston Bank, 67; Columbian Bank, 117; Market Bank, 109; Traders' Bank, 102½; Merchants' Bank, 121½; Bank of Commerce, 122½; Everett Bank, 100¾; Eliot Bank, 122; Bay State Mining Co., 16; Canada, 50c.; Dana, 3½; Deighton, 18c.; Eagle River, 4; Hancock, 22; Hanover, 3½; Humboldt, 4½; Madison, 2½; Petherick, 6; Pontiac, 1½; St. Clair, 7; Superior, 4; South Side, 2½.

Baltimore.—Virginia bonds reg., 42½; Marietta and Cincinnati bonds, 84½; Liberty Copper Co., 1.50; Bare Hill, 0.65; Atlantic Coal, 1.05; Penna. Oil, 0.15; Santa Clara, 7½; Third National Bank

102½; Mechanics Bank, 17; Bank of Baltimore, 104½; Exchange Bank, 96; Union Bank, 64½; Howard Bank, 12. The latest quotations are: Balt. and Ohio, 113½@114; do., 6s, 1867, 100½@100½; do., 1875, 96@97; do., 1880, 96½@98; do., 1885, 99½@100; Northern Central, 45½@46; do., bonds, 1885, 87@88½; N. W. Va. 1st mort., 1873, 96½@97½; do., 2d mort., 90@95; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 85@87; Central Ohio, 20@25; do., 1st mort., 82@85; Western Md. bonds, 75@75½; do., guar., 96@97½; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 100@101½; do., 1890, 101½@101½; Baltimore 6s, 1870, 97@98; do., 1873, 96@97; do., 1875, 100@100½; do., 1886, 99@99½; do., 1890, 99@99¾; do., coupon, 100@100; do., Park, 99@100; do., 1892, 93@99; do., 5s, 1838-70, 83@83; City Passenger R.R., 18@18½; Canton Co., 51½@52; Gardner, 0.50@0.70; Am. Gas Coal, 0.20@0.40; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 100@108; Santa Clara, 9@10; Balt. Chrome, 0.75@0.75; Bare Hill, 0.50@0.55; Atlantic Coal, 1.00@1.10; Mineral Hill, 0.60@0.70; Baltimore Coal, 100@200.

Eric and Niagara Railway.

An agreement was signed on the 18th of July last, by which the Great Western of Canada Railway Company agrees to work the Erie and Niagara Railway for five years. The former company is to find all necessary rolling stock, and pay the Erie and Niagara a minimum rate of twenty per cent. of gross receipts, and also any surplus profits that may accrue beyond this. The agreement is terminable by either party on giving six months' notice after the expiration of the five years. The road is to be kept in repair at the cost of the Great Western Railway, who are to be allowed £2,400 per annum for expenses of management.

Hartford and New Haven Railroad.

The annual meeting of the stockholders of this company is to be held in Hartford on the 19th inst., "for the choice of Directors for the ensuing year, and to consider and act upon the subject of merging the stock of the New Britain and Middletown Railroad Company with that of this company, and the transaction of such other business as may then be brought before the meeting."

Baltimore and Potomac Railroad.

The location of this road was commenced by a party of engineers last week. General Trimble, who originally surveyed the road, is assisting the engineers, who commenced operations on the line of the Annapolis Railroad, and are working on towards the Patuxent River.

Messrs. FOWLE & Co., 70 Broadway, have for sale Krupp's Steel Tyres, Owen's Steel Tyres, Lowmoor Steel Tyres, and Bowling Steel Tyres. They are agents for the celebrated Earl of Dudley's English Bar Iron, Boiler, Tank and other Rivets, Nuts, etc. Address Messrs. FOWLE & Co., No. 70 Broadway, New York.

Hon. Alva Crocker, of Fitchburg, Mass., has been appointed Commissioner of the Troy and Greenfield Railroad and Hoosac Tunnel, in place of Mr. Holmes, resigned. Mr. B. H. Latrobe, of Baltimore, has been appointed Consulting Engineer.

Railroad Earnings.—Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Sept. 7th, 1866, were..... \$66,406 13
Corresponding week of 1865..... 80,584 74

Decrease..... \$14,128 61

The earnings of the Grand Trunk Railway of Canada for the week ending Sept. 1st, 1866, were..... \$135,141 00
Corresponding week of previous year..... 133,673 00

Increase..... \$1,468 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in Aug., 1866..... \$35,724 00
Corresponding week previous year..... 41,472 10

Decrease..... \$5,748 10

The earnings of the Western Union Railroad for the week ending Sept. 7, 1866..... \$19,371 09
Corresponding week previous year..... 15,344 41

Increase..... \$4,026 68

The earnings of the Detroit and Milwaukee Railroad for the first week in Sept., 1866, were..... \$43,014 00
Corresponding week of 1865..... 41,747 00

Increase..... \$1,267 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Sept., 1866, were..... \$97,292 00
Corresponding week of 1865..... 110,236 00

Decrease..... \$12,944 00

The earnings of the Chicago and Northwestern Railway for the first week in Sept., 1866, were..... \$218,050 00
Corresponding week of previous year, 236,432 00

Decrease..... \$18,382 00

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st Aug., inclusive, during the years 1865 and 1866, was as follows:

Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1865.. 391,600	4,686,600	7,054,000	174,800
1866.. 136,200	1,763,200	13,939,900	142,300
Dec. 255,400	2,923,400	*6,885,900	32,500

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 840,080 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of Aug., in the years indicated:

	1864.	1865.	1866.
Canal opened— April 30.	May 1.	May 1.	
Flour, bbls.....	556,200	391,600	136,200
Wheat, bush.....	9,933,300	4,686,600	1,763,200
Corn, bush.....	5,537,200	7,054,600	13,939,900
Barley, bush.....	166,100	174,800	142,300
Oats, bush.....	4,979,200	5,341,400	5,686,500
Rye, bush.....	80,900	282,600	616,500
Malt, bush.....	.....	355,300	224,800
Beef, bbls.....	5,400	7,190	100
Pork, bbls.....	54,700	14,350	11
Bacon, lbs.....	559,300	1,258,100	.....
Butter, lbs.....	26,100	52,400	42,100
Lard, lbs.....	1,451,600	1,750,400	58,100
Cheese, lbs.....	49,100	2,482,800	465,400
Wool.....	233,600	341,900	191,300

Illinois Central Railroad.

The statement of this Company for the month ending Aug. 31, 1866, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold..... 9,385.97 for \$159,729 60

Acres Int. Fund Lands sold..... 400.00 for 5,288 60

Acres Free Lands sold..... 726.90 for 9,314 06

Total sales during month of Aug., 1866..... 10,512.87 for \$120,332 26

To which add Town Lot Sales..... 640 00

Total of all..... \$120,972 26

Cash collected in Aug..... \$193,848 36

TRAFFIC DEPARTMENT.

Receipts from Passengers..... \$152,288 74

do. Freight..... 327,427 00

do. Mails..... 6,358 33

do. Rent of Road..... 4,000 00

do. Other Sources..... 50,000 00

Total Receipts in Aug., 1866..... \$586,074 07

Total Receipts in Aug., 1865..... \$661,190 07

Journal of Railroad Law.

LIABILITY OF COMMON CARRIER.—WHEN LIABILITY CEASES.

The case of *Marshall vs. N. Y. Central Railroad Company*, lately decided in the Supreme Court, Rochester, is an important exposition of the law of common carriers. The facts are sufficiently stated in the opinion of the court, which was written by

E. DARWIN SMITH, J.—The questions presented for our decision in this case arise upon exceptions taken during the progress of the trial, and to the charge of the Circuit Judge in submitting the course to the jury.

The first exception taken was to the decision of the Circuit Judge in overruling the question put to the witness Garvin, one of the defendant's agents, asking him if he had any authority from the company to make a contract to ship freight at any particular time or specific time. I do not think this exception well taken. If the plaintiff's right of recovery rested upon an express contract, that contract was not made by this witness, but with Wemple, the general freight agent of the defendants. The plaintiff's agent Norton showed to the witness a letter from Wemple, directed to said agent, saying that he was at liberty to ship apples from any station on the line of the defendants' railroad subject to changes, if consigned to the Swiftsure line, Albany. Norton showed this letter to Garvin, who was a mere subordinate agent of the defendants', and he said he would ship the apples as requested. This was no bargain by Garvin and could not have been so understood or considered. It was merely a recognition of the authority of Wemple to direct on the subject, and an assent on his part to comply with the instructions thus given by Wemple. It was of no kind of consequence what authority Garvin had in fact. He made no bargain. He merely undertook to fulfill the instructions of his superiors.

Another exception is to the exclusion of evidence offered to show large accumulation of freight at Batavia and Lockport in the month of November 1860. This evidence was merely cumulative. I can see no objection to it otherwise. A large amount of evidence to the same effect was

given, and the fact sought to be established by such proof was abundantly established by the defendants, so that I can not see that they were, or could not be, in any way injured by the exclusion of this testimony.

The exceptions to the refusal of the judge to non-suit the plaintiff are, I think, not well taken. The case, when the plaintiff rested, was clearly one for the jury. The same points then made were subsequently raised upon exceptions to the charge, and will be considered in that connection.

The first exception to the charge presented on the argument was that the judge erred in charging the jury that preference was to be given to perishable property. The proposition in the charge excepted to is as follows: "Where two kinds of property are delivered at the same time by different owners, one of which kind is perishable and the other not, preference is to be given to that which is perishable in transportation, and if either must wait, it must be that which is not perishable."

I do not see in the evidence any particular occasion for the statement of such a proposition. It seems to me that was a mere abstract remark not essential to the case, and one which could not have done any injury if erroneous. But I am not prepared to say that it was erroneous. It merely affirms as most reasonable, what the defendants proved to have been the practice of the agents of the company. A witness for the defendants (Gates,) the clerk of the superintendent of the western division of the defendants' railroad, testified that there was a greater demand for cars during the month of November, 1860, than there ever had been at any previous month, and that "Mr. Collamer (the superintendent,) made it a rule to give perishable property a preference if possible."

This, it seems to me, was a very rational rule, and as the duty of the defendants rested upon the ground of reasonable diligence in the transportation of property, and their liability for loss and injury resulting from delay in the transmission of property, could only be practiced upon proof and a finding that they neglected to transport such property within a reasonable time after its receipt.

The question how the carrier was employed, and how he used and employed his means of transportation, during any given period when property was delayed, would always be a proper subject of inquiry, and that on this inquiry proof that his means of transportation were employed in transporting perishable property in preference to other property received at the same time, would always be held a sufficient excuse for delay. The judge so states the rule. The preference as he states it, is between property received at the same time. If the carrier in such case cannot carry all the property received, it seems to me that he may give preference to the perishable property over that not perishable, and that the giving of such preference cannot be a matter of complaint, but rather would be a matter of duty on his part, in such a case. I therefore do not think that this exception should be allowed.

The remaining exception urged upon us on the argument, relates to the rule of damages adopted at the circuit. The plaintiff was allowed, under objection and exceptions, to show what the value of the apples in question was when they were received in New York, frozen, &c., and what it

would have been if they had not been injured by frost at the time of their receipt by the plaintiff in that city. I have had some difficulty with these exceptions. The defendants were carriers from Buffalo to Albany. Their railroad ends at Albany, and they do not seem to have made any contract, or to have incurred any duty that is established in the case, other than to transport these apples to Albany and there deliver them to the Swiftsure line, the consignee named and designated by the plaintiffs. Their duty ended when they had duly delivered the property to the plaintiff's consignee at Albany, and such delivery was equivalent to a delivery to the plaintiff at that place. When a carrier has received property for transportation, if he is liable for any loss or injury resulting from delay in its transportation or otherwise, while in his possession, such damages are to be appraised or fixed at the place of destination of such property. And the place of destination, in this sense, must, I think, in the absence of any express contract to deliver at a particular place, be where the route of the carrier ends. But this property was purchased for the New York market, and this was known to the defendants. It was delivered by them to the Swiftsure line at Albany to be forwarded to New York, and was immediately forwarded to that city, and within a few days was received there by the plaintiff, they paying the freight from Albany. The barrels were then opened and examined, and the condition of the apples and the injury to them from frost fully ascertained. Such injury could not fully have been determined at an earlier period. These facts all appeared at the trial. The question then is, assuming that the damages should have been assessed at the value, or depreciation of the apples at Albany, whether proof of such value or depreciation in the New York Market was inadmissible and error. I think it was not, and that it was an element or species of evidence on the question of damages, and probably the best the case afforded. It furnished a pretty clear and satisfactory basis upon which the jury could estimate the damages of the plaintiff at Albany. If there was any difference of value between the two places, or the property was injured or depreciated after it left Albany, the defendants might have proved it. There is not in the case any proof of the kind, nor any suggestion to that effect; and it ought I can see in the case, I think it would have been entirely proper for the Circuit Judge to have instructed the jury that they might find the value of these apples to be their value, as proved in New York, deducting the freight on them from Albany to New York, and make any other allowance which they thought proper for the difference in value between the two places. This would be a fair method of estimating their value, and I can not see why it would not be a proper mode or rule for estimating damage in all such cases, (Vide Wemple *vs.* Stewart, 22 Barb. 154; 5 Denio, 56; 8 Wend, 435.) I think no exception could have lain to such a direction; and as it does not appear what was the precise direction of the Circuit Judge on this question of damages, and no error is alleged in respect to such instruction, I think we must assume that it was entirely satisfactory to both parties, on this subject. And in this view, and upon this ground, also, I think these exceptions may be and should be overruled.

If my brothers concur in these views, the judgment should be affirmed.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of August, were:

ENTERED FOR CONSUMPTION.

	1865.	1866.
Manufactures of wool ...	\$5,233,946	\$3,983,486
" cotton ...	1,506,440	1,325,929
" silk	2,867,785	1,867,096
" flax	1,272,717	997,266
Miscellaneous dry goods.	630,864	922,794

Total entered for cons'n. \$11,511,752 \$9,096,521

WITHDRAWN FROM WAREHOUSE.

	1865.	1866.
Manufactures of wool ...	\$1,945,577	\$3,205,913
" cotton ...	168,188	479,945
" silk	519,068	1,257,525
" flax	295,964	437,758
Miscellaneous dry goods.	58,273	131,138

Total withdrawn from warehouse \$2,987,070 \$5,512,279

Add entered for consump. 11,511,752 9,096,521

Tot. thrown on the market. \$14,498,822 \$14,608,800

ENTERED FOR WAREHOUSE.

	1865.	1866.
Manufactures of wool....	\$834,519	\$2,871,470
" cotton...	119,182	598,172
" silk	594,313	1,383,538
" flax	344,205	747,714
Miscellaneous dry goods.	58,241	172,923

Total entered for wareh'g \$1,950,460 \$5,773,817

Add ent. for consumption. 11,511,752 9,096,521

Total entered at the port. \$13,462,213 \$14,870,338

The imports of foreign dry goods at New York for eight months from January 1st were:

ENTERED FOR CONSUMPTION.

	1865.	1866.
Manufactures of wool ...	\$13,247,850	\$23,305,747
" cotton ...	4,584,702	12,091,209
" silk	8,506,416	13,167,827
" flax	5,346,535	9,823,928
Miscellaneous dry goods.	1,825,812	5,527,831

Total entered for consump. \$33,511,315 \$63,916,542

WITHDRAWN FROM WAREHOUSE.

	1865.	1866.
Manufacturers of wool...	\$7,798,350	\$12,669,259
" cotton ...	2,446,532	4,836,544
" silk	2,971,980	5,461,728
" flax	3,261,532	3,932,489
Miscellaneous dry goods.	639,831	826,265

Total withdra'n from ware-

house \$17,118,225 \$27,726,285

Add ent. for consumption 33,511,315 63,916,542

Tot. thrown on the market. \$50,629,540 \$91,642,827

ENTERED FOR WAREHOUSING.

	1865.	1866.
Manufactures of wool ...	\$5,380,287	\$14,771,154
" cotton ...	1,353,838	4,663,914
" silk	2,330,065	6,439,187
" flax	2,316,976	4,468,354
Miscellaneous dry goods.	420,130	1,053,512

Total entered warehouse. \$11,801,296 \$31,396,121

Add ent. for consumption 33,511,315 63,916,542

Total entered at the port. \$45,312,611 \$95,312,663

 The New Orleans *Picayune* says city railroads are found to be of great advantage, in view of the fact that they increase the value of city property. The augmented demand for residences in all portions of the city convenient to the established railroad lines, proves this fact beyond all cavil.

The China Mail Line.

We understand that the Pacific Mail Steamship Company, to whom Government awarded the contract for carrying the mails between San Francisco and Hong Kong via Kanagawa, have lately added to their line the fine new steamship *Rising Star*, and that they have on the stocks, in this City, two more steamers of greater tonnage than any vessels belonging to the company. The first steamer (the *Colorado*) will be dispatched from San Francisco in January next, and be followed by the *Montana*, now on the way from this port to California. The establishment of this line, in connection with the British line recently established between New Zealand and Panama, it is expected will create a new era in the commerce of the Pacific. The Australasian trade will be controlled by the British line, but as an offset to this, we shall have the vastly greater and richer traffic of China and Japan. The inhabitants of the Colonies, including Australia, are few in number compared with those who will be brought into direct commercial intercourse with us by means of our steamship line across that ocean. Many of the most valuable commodities which the world affords are produced by the people who dwell upon the borders of the China sea. The silk, tea, and cotton which seek a market from that densely populated region, make it certain that this country will come into possession of a great trade from beyond the Pacific, as soon as the mail steamship line commences its work. Steam to China will cause our country to realize more forcibly than ever the necessity of a Pacific railroad. That the construction of this great thoroughfare will be hastened by the increase of trade which will be offered by means of a steamship line from the Pacific coast to China, at once appears evident.

Not only is the commerce between China and Japan and our Pacific possessions expected to be greatly enlarged, but a large passenger traffic is confidently looked for. A few years ago, China furnished no passengers. Now large numbers travel to and fro by sail, and it is estimated that at least 5,000 Chinese will travel each way by the steamers. Restrictions upon travel have already been removed by the Japanese authorities, and the time may not be far distant when that curious and inquisitive people, availing themselves of their newly granted privileges, will travel extensively, and their patronage in this way may become of great importance to California.

An extract from an official copy of the convention completed June 20, between the United States, France, Holland, and Japan, gives the duties on certain articles of import as follows:—Candles, two boos, twenty-five cents; hides, one boo, eighty-cents per one hundred cattles; quicksilver, six boos per one hundred cattles; salt fish, seventy-five cents per one hundred cattles; grain, flour, and meal, duty free. The export of flour and wheat is prohibited. Tea pays an export duty of three boos, fifty cents per one hundred cattles; rags, twelve cents; cotton two boos, twenty-five cents. Duty on the sale of steamers to the Japanese, three boos per ton, and on sailing vessels, one boo per ton. The bonded warehouse regulations are on a liberal scale, and the charges are moderate.—*Shipping List*

 The sale of the St. Louis and Iron Mountain railroad by Commissioners will take place on the 27th of September, inst., and that of the Cairo and Fulton railroad on the 1st of October prox. The Commissioners now invite proposals in writing for the purchase of said railroads, lands, rolling stock and appurtenances, in case they should buy in the same at the sale thereof as advertised by the Governor of Missouri to take place on the days above mentioned.

 The double track of the Western (Mass.) Railroad has been completed to Westfield, and next season it will be built to Washington. This will give a double track from Albany to Worcester

Grain Trade of Buffalo and Oswego.

The following is a comparative statement of the shipments of flour, wheat, corn and oats by canal from Buffalo and Oswego, from May 1, to August 31, 1865 and 1866:

	Flour.	Wheat.	Corn.	Oats.
Buffalo ..	85,018	4,952,088	8,714,323	4,845,112
Oswego...	109,288	1,208,332	917,655	151,939
Total	194,306	6,160,420	9,631,978	4,997,051
1866.				
Buffalo ..	15,671	2,132,314	15,941,185	6,055,227
Oswego...	40,945	884,907	2,116,343	283,342
Total	56,616	3,017,221	18,057,528	6,338,569
Loss.....	137,690	3,148,199		
Gain.....			8,425,550	1,341,518

Delhi Railway.

The sum of £207,000 has been paid up to this date to the credit of the Secretary of State for India on account of the call of £3 per share recently made including payments in anticipation.

At an auction sale in Richmond, last week, James River and Kanawha stock sold at \$6@\$7 per share; Virginia and Tennessee Railroad 6 per cent. coupon bonds at \$60; and Virginia 6 per cent. registered stock, old and new, at \$42.30; Richmond, Fredericksburg and Potomac Railroad 6 per cent. registered bonds, \$82.50; do., 7 per cent. bonds, \$87.50; Richmond City bonds, \$81.50; Virginia Central Railroad 6 per cent. coupon bonds, \$62.50; Richmond and Danville Railroad 6 per cent. registered bonds, \$71; do., coupon bonds, \$72.50@\$73.

The proposition to turn over all the stock held by the corporation of Pensacola in the Alabama and Florida Railroad to a Boston house, as a bonus for an advance of money to complete the railroad in the course of three months, was ratified by the freeholders of that city on the 23d ult., by a vote of 67 to 15.

The St. Paul and Pacific Railroad has been completed to St. Cloud, the utmost northerly limit of railroad trade in the United States thus far. There is now direct railroad communication between St. Cloud and Winona.

CARS FOR SALE.

TWO Superior full 60 Passenger Saloon Coaches, framed with 6 longitudinal sills. Also, Three 1/2 or 40 Passenger Coaches, of light and strong construction, all with Dome Roofs, and of first class finish, ready for delivery at short notice.

GRICE & LONG'S

371f **Car Works, Trenton, N. J.**

OFFICE TENN. & PACIFIC R. R. COMPANY,
No. 25 UNION STREET,
NASHVILLE, August 28, 1866

PROPOSALS WILL BE RECEIVED FOR A Preliminary Survey, with instruments, of that portion of the Road, which is between the Cities of Nashville and Knoxville, Tennessee. The Road must be surveyed on lines, and the report must embrace all necessary information in regard to the character of the country, its resources, the distances intervening, grades and obstructions, the cost of construction, and be accompanied by plans and profile views of the several routes, necessary to letting out the work.

Engineers must state the sum for which the work will be completed, and Proposals must be filed at this Office by the 1st of October.

J. D. B. DeBOW,
President,
JOHN KIRKMAN,
Chairman Executive Committee.

CIVIL AND MINING ENGINEERING,
AT THE RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y.
The next Annual Session begins SEPT. 12th. For the new ANNUAL REGISTER, containing full information, apply to

3131 Prof. CHARLES DROWNE, Director, Troy, N. Y.

FIRST MORTGAGE BONDS

OF THE

**Central Pacific Railroad Company,
OF CALIFORNIA.**

Interest at the rate of Six per Cent. per Annum, payable Semi-Annually.

Principal and Interest payable in U. S. Gold Coin in the City of New York.

Amount of Issue, \$7,336,000.

IN COUPON BONDS OF \$1,000 EACH.

The Bonds have Thirty Years to run, and are secured by a First Mortgage, constituting an absolute prior lien on that portion of the Road, Equipments, Franchises, and Entire Property of the Central Pacific Railroad Company, located in the State of California, and extending from Sacramento City to the California State Line, forming a part of the GREAT PACIFIC RAILROAD ROUTE, adopted and aided by the UNITED STATES GOVERNMENT.

The amount of these First Mortgage Bonds to be issued per mile is limited by law to the amount of United States Bonds allowed and issued to aid the construction of the Road, and the Mortgage by which they are secured is declared by Act of Congress to constitute a lien prior and superior to that of the United States Government.

The aid received from the Government (in amount equal to this First Mortgage) is economically and judiciously applied to the construction and equipment of the Road, together with nearly \$7,000,000, received from Stock Subscriptions and other sources. The First Mortgage therefore amounts to but about 35 per cent. of the actual cost and value of the Property which it covers.

The road is now completed, equipped and running from Sacramento City to Alta, a distance of 73 miles, and the earnings for the three months ending August 1st were as follows, viz.:

May, 1866	\$65,115	88
June "	67,429	78
July "	85,000	00

IN GOLD.

The earnings are steadily increasing, and are estimated at over \$100,000 in Gold for the month of August—the official report for that month not having been received at this date.

The construction of the road is going vigorously forward, and it will probably be in full operation to the California State Line—156 miles from Sacramento City—during the summer of 1867, when its earnings must be very large, as the entire trade of Nevada, and a large proportion of that of Utah, Idaho and Montana must pass over its line. It has been shown by reliable statistics that in 1863 over \$13,000,000 in Gold was paid for freighting goods from California to Nevada alone.

This part of the Great Pacific Railroad Route is destined to be one of the most profitable lines of railroad in the world, and its First Mortgage Bonds are among the best secured and most desirable investments ever offered.

Over \$1,000,000 has already been expended in grading beyond the point to which the road is now running, and the iron is bought and paid for sufficient to lay the track the entire distance to the State Line.

The Road has been completed and equipped thus far without the sale of a single dollar of its First Mortgage Bonds, and they are now offered to the public for the first time, after the earnings of the Road have reached the sum of \$100,000 per month in Gold, only about 25 per cent. of which is required for operating expenses.

The interest is payable on the first days of January and July, at our office in the city of New York. The Bonds are offered at 95, and accrued interest from July 1st, in Currency. Orders may be forwarded to us direct, or through the principal Banks or Bankers in all parts of the country.

Remittances may be made in drafts on New York, or in Legal Tender Notes, National Bank Notes, or other funds current in this city, and the Bonds will be forwarded to any address by Express, free of charge. Inquiries for further particulars, by mail or otherwise, will receive punctual attention.

FISK & HATCH, Bankers,

No. 5 Nassau St., New York.

N. B.—All kinds of Government Securities received at the full market price in exchange for the above Bonds.

THE CALVERT IRON AND NAIL WORKS CO. OF BALTIMORE.

MANUFACTURERS OF
ROLLED CONTINUOUS-LIP RAIL ROAD CHAIRS,
FORGED SQUARE-LIP SLEEVE & FLANGE CHAIRS,
AND ALL KINDS OF JOINT FASTENINGS AND BOLTS,
RAIL ROAD, SHIP AND BOAT SPIKES,
BOILER RIVETS, BRIDGE BOLTS, TRACK-LAYING TOOLS, &c.

These Works have been recently enlarged, and, with new and improved machinery, are prepared to execute orders with despatch.

MARSHALL P. SMITH, Gen'l Sup't.

PHOENIX IRON COMPANY'S



SUPERIOR WROUGHT IRON RAILWAY CHAIRS,

With continuous lips, made to fit exactly the flanges of the rails.

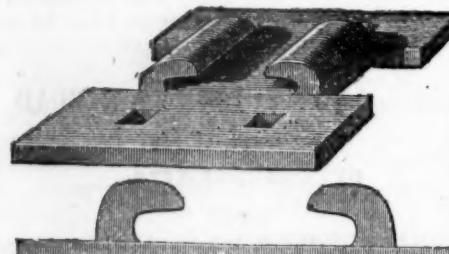
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410 Walnut st., Philadelphia.

NEW YORK Railroad Chair Works.

Of which the late J. S. BREESE was Pres't.

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THIS COMPANY also manufacture RAILROAD, SHIP AND BOAT SPIKES of a Superior quality, which they are prepared to supply at the short-notice.

MERCANTILE MUTUAL
INSURANCE COMPANY.
OFFICE, 35 WALL ST., - - NEW YORK.

ASSETS, Jan. 1st, 1866.....\$1,366,699

ORGANIZED APRIL, 1844.
Losses paid to Consumers in Cash, over Eighteen Million Dollars.

For the past nine years the cash dividends paid to Stockholders, made from ONE-THIRD of the net profits, has amounted in the aggregate to

One Hundred and Twenty-one and a half per Ct.
Instead of issuing a scrip dividend to dealers, based on the principal that all classes of risk are equally profitable, this Company will hereafter make such cash abatement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warrant, and the net profits remaining at the close of the year will be divided to the stockholders.

This Company continues to make Insurance on Marine and Inland Navigation and Transportation Risks, including Risks on Merchandise of all kinds, Hulls, and Freight, on the most favorable terms.

Policies issued making less payable in Gold or Currency, at the office in New York; or in Sterling, at the office of Bathbone Bros. & Co., in Liverpool.

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Railroad Materials, Locomotive and Car Findings, MACHINERY AND MACHINISTS' TOOLS, MINERS' TOOLS, ETC. COTTON WASTE. WHITE AND YELLOW CAR GREASE, LOCOMOTIVE BRASS WORK, Baggage Checks, Barrows, etc., etc., RAILROAD LANTERNS, SIGNAL LIGHTS, STEAM GAUGES, COCKS AND WHISTLES, INDIA RUBBER HOSE PACKINGS, ETC. LANTERNS OF ALL DESCRIPTIONS, ENGINE, STATION, AND SIGNAL BELLS, Superior Car Upholstery, etc. AGENCY OF THE KEROSENE OIL COMPANY. Orders solicited, promptly filled, and forwarded with despatch and care at the manufacturers' lowest prices.

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RAILROAD AXLES, WHEELS AND CHAIRS, SPIKES, BOLTS, NUTS, WASHERS, CAR, SHIP AND BRIDGE BOLTS, IRON FORGINGS OF VARIOUS KINDS, ETC., ETC. STEEL AND RUBBER SPRINGS, LOCOMOTIVE AND HAND LANTERNS, PORTABLE FORGES AND JACK SCREWS, COTTON DUCK FOR CAR COVERS, BRASS AND SILVER TRIMMINGS.

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Drawing and Surveying INSTRUMENTS,

Mathematical and Surveying Instruments, of the finest Swiss, French and American Manufacture, and all supplies for Civil Engineers, Draughtsmen, Surveyors and Architects.

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To Railroad Companies.

FIDELITY INSURANCE COMPANY,
170 Broadway, New York.

THIS COMPANY WILL GUARANTEE THE HONESTY OF TICKET AGENTS AND OTHER EMPLOYEES OF RAILROAD COMPANIES.

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6m30
SHORTEST LINE TO THE
OIL REGIONS,

NEW YORK, WILLIAMSPORT & ERIE LINE,
Via Mauch Chunk.

ONE HOUR AND THIRTY MILES SAVED.
On and after September 25, 1865, trains
will leave New York, via

Central Railroad of New Jersey,

FROM FOOT OF LIBERTY STREET, NORTH RIVER,
DULY, except Saturday, 7 p. m. On Sunday 8 p. m.

Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY
ANY OTHER LINE.

Connects at Williamsport with Williamsport and Elmira Railroad, for Elmira, Niagara Falls, &c. At Corry, with Atlantic and Great Western Railroad, and Oil Creek Railroad for Titusville, Shaffer, Franklin, Oil City, &c. And at Erie, with Lake Shore Line, for the West.

Return train leaves Erie at 2.05 p. m., Corry, at 3.50 p. m.; arriving in New York at 12.05 p. m. (noon).

H. P. BALDWIN, General Ticket-Agent.

NEW YORK, September 16, 1865.